

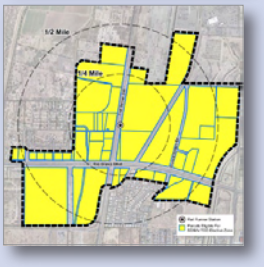


Bernalillo County / International Sunport Station Area Sector Development Plan

Adopted November 24, 2009

Prepared for

Bernalillo County

in association with

Mid-Region Council of Governments

Prepared by

Community Design + Architecture

with

Fehr and Peers Associates
Dekker Perich Sabatini
Economic and Planning Systems

ACKNOWLEDGEMENTS

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

Bernalillo County Board of Commissioners

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Art De La Cruz, Vice Chair
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Maggie Hart Stebbins
Michael Weiner

Bernalillo County Planning Commission

Louis Pacias, Chair
Linda Barbour, Vice Chair
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BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

RESOLUTION NO. 75-2009

ADOPTING THE BERNALILLO COUNTY/INTERNATIONAL SUNPORT STATION AREA SECTOR DEVELOPMENT PLAN WHICH ESTABLISHES ZONING AND DESIGN CRITERIA FOR COMMERCIAL, LIGHT INDUSTRIAL, OFFICE AND MIXED USE DEVELOPMENT AND INDICATING THAT THE NEWLY ESTABLISHED ZONING CATEGORIES ARE ELECTIVE AND AVAILABLE FOR PARCELS WITHIN THE PLAN BOUNDARIES THROUGH THE STANDARD ZONE CHANGE PROCESS.

WHEREAS, the Board of County Commissioners is authorized to adopt Sector Development Plans and zoning regulations for property to protect the public well being, and the health, safety and welfare in areas within Bernalillo County; and

WHEREAS, the County in conjunction with the Mid Region Council of Governments initiated the development of the Bernalillo County / International Sunport Station Area Plan, to guide quality development in an area that is semi-rural and industrial in nature and to provide a mixture of uses more suitable for the area surrounding the International Sunport Rail Station; and

WHEREAS, the County Planning staff has received substantial public, neighborhood, departmental and agency input in developing the Sector Plan, including active participation from the public and area property owners in numerous open meetings; and

WHEREAS, the Bernalillo County / International Sunport Station Area Plan represents a balance between the various interests in the plan area; and

WHEREAS, there is a desire to promote a mix of residential, retail, office and light industrial uses and employment opportunities as well as additional roadways, bike and pedestrian

paths, and crossings that will help people get to and from the area from surrounding neighborhoods and,

WHEREAS, Sector Development Plan zoning is appropriate for the area surrounding the Bernalillo County / International Sunport Station Area because the requirements of other available zones do not promote mixed residential and commercial use and,

WHEREAS, Bernalillo County recognizes that there are changed community conditions including the development of the Rail Runner Commuter Rail and Rail Station; and

WHEREAS, the Bernalillo County / International Sunport Station Area Plan has been reviewed by the Bernalillo County Planning Commission and is transmitted with their recommendation for approval.

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

SECTION ONE: The attached Bernalillo County / International Sunport Station Area Plan is hereby adopted as a Sector Development Plan to guide and govern all development actions, both public and private, within the plan area.

SECTION TWO: The Sector Development Zones are adopted as an extension of the Zoning Code. These zones are not mapped for specific properties but become available upon request by the property owner through the zone change process of the county's zone code.

SECTION THREE: A Design Overlay is hereby established, creating signage, lighting, and design standards within the Plan area for new development. Existing development or changes to

existing properties under the current zoning within the plan area are not affected by the Design Overlay Zone.

SECTION FOUR. Severability Clause. If any section, paragraph, sentence, clause word or phase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Board of County Commissioners hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phase thereof irrespective of provisions being declared unconstitutional or otherwise invalid.

PASSED, ADOPTED, APPROVED AND SIGNED THIS 24TH DAY OF NOVEMBER 2009.

BOARD OF COUNTY COMMISSIONERS

Alan B. Armijo, Chair

Art De La Cruz, Vice Chair

Maggie Hart Stebbins, Member

Michael C. Wiener, Member

Michael Brasher, Member

APPROVED AS TO FORM:

County Attorney

Date: 12/16/09

ATTEST:

Maggie Toulouse Oliver, County Clerk

Date: 12/16/09

BERNALILLO COUNTY COUNTY CLERK SEAL STATE OF NEW MEXICO

OFFICIAL SEAL
Shirlee A. Smith
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 10-31-10

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

ORDINANCE NO. 2009-19

AMENDING THE ZONE MAP OF THE COUNTY OF BERNALILLO AND ESTABLISHING THE BERNALILLO COUNTY/INTERNATIONAL SUNPORT STATION AREA SECTOR DEVELOPMENT PLAN AS PROVIDED FOR IN ORDINANCE NO. 213, BERNALILLO COUNTY CODE, APPENDIX A, AS AMENDED.

BE IT ORDAINED BY THE BOARD OF COUNTY COMISSIONERS.

SECTION ONE: The official Bernalillo County zone map is amended to define the area available for zoning and design overlay language as called out in section 6 of the Bernalillo County / International Sunport Station Area Plan.

SECTION TWO: The Sector Development Zones and Design Overlay Zone called out in the Bernalillo County/International Sunport Sector Development Plan are hereby adopted as an extension of the Bernalillo County Zoning Code. The Sector Development Plan zones are not applied to specific properties but become available upon request by the property owner through the zone change process of the County's zone code.

AMENDING THE ZONE MAP OF THE COUNTY OF BERNALILLO AND ESTABLISHING THE BERNALILLO COUNTY/INTERNATIONAL SUNPORT STATION AREA SECTOR DEVELOPMENT PLAN AS PROVIDED FOR IN ORDINANCE NO. 213, BERNALILLO COUNTY CODE, APPENDIX A, AS AMENDED.

DONE this 24 day of November, 2009.

CONTINUATION PAGE 2, ORDINANCE 2009- 19 AMENDING THE ZONE MAP OF THE COUNTY OF BERNALILLO AND ESTABLISHING THE BERNALILLO COUNTY/INTERNATIONAL SUNPORT STATION AREA SECTOR DEVELOPMENT PLAN AS PROVIDED FOR IN ORDINANCE NO. 213, BERNALILLO COUNTY CODE, APPENDIX A, AS AMENDED.

APPROVED AS TO FORM

County Attorney

ATTEST

Maggie Toulouse Oliver, County Clerk

BOARD OF COUNTY COMMISSIONERS

Alan B. Armijo, Chair

Art De La Cruz, Vice Chair

Maggie Hart Stebbins, Member

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Michael Brasher, Member

OFFICIAL SEAL
Shirlee A. Smith
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STATE OF NEW MEXICO
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Executive Summary

The Bernalillo County/International Sunport Rail Runner Express station is the foundation of an exciting new future for Bernalillo County's South Valley. The station connects **neighborhoods** and **an important employment district** to the many people, amenities and markets of the growing Albuquerque region. As a result, it has the potential to be **the vibrant center of a growing community** in its own right.

The Rail Runner station will provide the basis for **focusing growth** and guiding the transition of the existing industrial uses to a new, **more dynamic and diverse, mixed-use district.** This district may offer not only a **broader range of jobs**, but also a **variety of housing types**, **retail and entertainment destinations**, and **pleasant public spaces**. The station area will capitalize on latent demand for commercial opportunities, need for housing, and desire for more interesting and exciting places to live. Furthermore, it will be a more **sustainable and pleasant** place to live and work, due to the focus on the principles of **Transit-Oriented Development**, or TOD, which will guide the creation of a **human-scaled** place that is rich in amenities, comforts, and convenience.

In order to foster this diverse and robust future, this Station Area Sector Development Plan, developed through a community process, proposes a number of new development patterns and standards that reflect this unique vision for the area. These patterns and standards will leverage the opportunities provided by the station and enhanced transit connections to the area. The priorities of this vision are highlighted below, and detailed through the plan.

Land Use and Design

New land use regulations will encourage a diverse mix of land uses that fosters activity throughout the day and the diversity and success necessary to ensure a sustainable future. The following elements of land use and design are critical to the areas future:

- Allow **mixed-use development** that combines residential and commercial development, to create activity throughout the day in order to support local businesses and keep streets safe and attractive.
- Ensure that design is calibrated to a **human scale**. Design buildings, streets, and places that provide **comfort and interest** to pedestrians, bicyclists, and transit riders.
- Provide **community-serving retail** around the station that meets the needs of commuters, existing South Valley residents, and future station area employees and residents. Consider the creation of a **regionally-significant retail and entertainment destination**.
- Encourage a variety of **new employment opportunities**, including clean light industrial, research and development, and office space, to maintain and build upon the area's potential to be a regionally significant employment district. Create "flex" employment spaces and areas that can meet the changing needs of an evolving employment market.
- Take advantage of **large existing opportunity sites** to encourage developers to undertake bold plans, taking advantage of economies of scale and public/private partnerships to realize the vision of livability embodied in this plan.

Transportation

The area surrounding the station is envisioned as a **truly multi-modal** district, where rail, transit vehicles, automobiles, trucks, pedestrians, and bikes can harmoniously co-exist. To this end, the following strategies will be critical:

- Create a continuous **walking environment** around the station area, with better connections and more walking routes from surrounding neighborhoods to the station and nearby retail, employment, trails, open space, and other destinations.

- Improve street circulation in the area surrounding the station, including **better bicycle routes**, **neighborhood streets**, and the potential for improved **local transit** service.
- Implement a **station access hierarchy**, based on input from the community collected during the public workshops, to achieve orderly and efficient mobility in the station area. This proposed hierarchy grants priority, in descending order, to people who access the station platform as a pedestrian, from a public bus, on a bicycle, dropped off from an automobile (personal or taxi), from a private bus, and from a parked automobile. These priorities would guide public investments such as intersection improvements and roadway designs in the station area.
- Provide a conveniently located **transit hub** that serves as a central connection point for busses and other local and regional transit services
- Improve **access to and from the surrounding neighborhoods** by foot and bike so that local residents better enjoy the convenience of living, working, and shopping in the area.

Development Standards

Some of this Plan's important design and development standards for the station area include:

- Set a 10-foot **maximum front yard** setback, with required landscaping for all buildings, to encourage a more walkable, interesting urban feel.
- Require **parking** to be screened and located to the side or rear of buildings, rather than in front, and include landscaping to improve pedestrian comfort and neighborhood aesthetics.
- Orient **building entrances** to sidewalks on streets, rather than parking lots, to encourage people to walk.
- Design and locate buildings in a way that **improves the experience of walking** in the station area.
- Improve opportunities for **affordable housing** to ensure that a diverse and equitable neighborhood that caters to all South Valley residents is created.

Implementation

Both **public and private actions** will be needed to make the proposed improvements a reality. The **priorities matrix** in the Implementation section of this document highlights key projects, responsibilities, and funding tools that will need to occur over the next decade to achieve the station area vision. High priority policies and actions include:

- Adopt **new elective zoning standards** for the area around the station.
- Establish a local approach to **public-private partnerships** based on case studies and information from local and regional lenders.
- Estimate costs and revenues for development to **identify financing gaps.**
- **Estimate revenue potential** from public financing sources including improvement districts, bonds, and tax credits.
- Install necessary utility **infrastructure** to support planned uses.
- **Pursue developers** for residential and employment development.
- Pursue **anchor retail tenants,** such as a movie theater or other entertainment or major retail, and consider policy enticements to locate in the station area.
- Subsidize **restaurants and cafés** in the station area.
- Construct **sidewalks, paths and roadways** to link surrounding neighborhoods to the station area.
- Build **sidewalks, a bicycle trail, medians, and streetscape improvements** to create a more attractive and safe pedestrian and bike circulation system.
- Rebuild the **intersection of Rio Bravo and Second Street** to improve vehicle flow and pedestrian safety.

A separate matrix of **recommended circulation improvements** is included in the Implementation section of this document. For each improvement, additional planning measures, sponsoring and supporting agencies and financing tools are identified.

I. Introduction

On April 17th, 2007, the Bernalillo County / International Sunport New Mexico Rail Runner Express commuter rail station opened for service. The station's opening introduced an affordable and convenient regional transportation system connecting Bernalillo County's South Valley with communities along a 100 mile corridor extending from Belen to Santa Fe.

Recognizing the opportunities the new transportation infrastructure – and the rapidly changing market and land use characteristics of the area - presents to the region, Bernalillo County, with the assistance of the Mid-Region Council of Governments (MRCOG), began a station area planning effort. The Bernalillo County / International Sunport Station Area Sector Development Plan (the "Plan"), is the product of this effort.

Recognizing the synergies between land use and transportation, the Plan emphasizes the principles of Transit-Oriented Development (TOD). TOD aims to encourage vibrant, walkable and diverse communities and has successfully leveraged the land use benefits of transit systems in other communities. To accurately assess and reflect these opportunities, the planning team included regional planning staff, local officials, and experts in the fields of TOD planning and economics.

The Bernalillo County / International Sunport station now connects many daily commuters to jobs in Albuquerque and the surrounding region.

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II

II. The South Valley and the Station Area

The South Valley describes the unincorporated area of Bernalillo County, New Mexico immediately south of the City of Albuquerque. Historically agricultural, the area is now comprised of a mix of large industrial, low-density, and agricultural areas. The area immediately surrounding the Bernalillo County/International Sunport Rail Runner station is anticipated to become the town center for this area, offering retail, employment, and entertainment destinations, as well as higher density housing.

Local History and Character

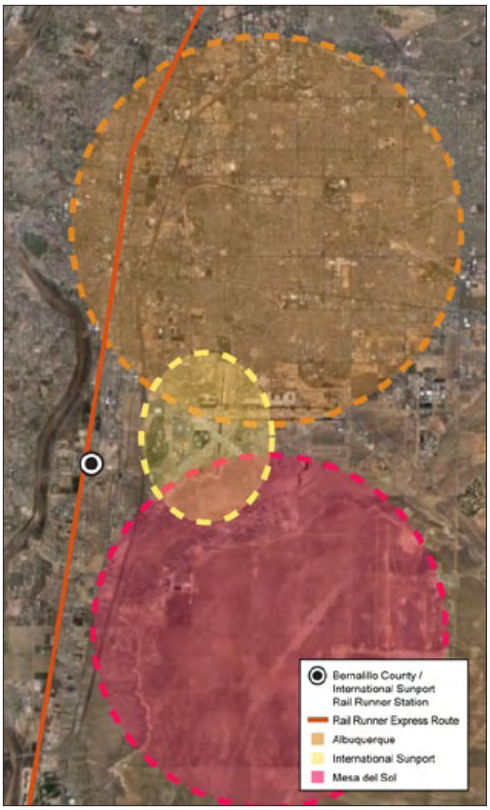
Many natural physical features of the plan area greatly contribute to the identity of the region, but are endangered by the pressures of urban growth. The broader region includes mesas, the Rio Grande, and the agricultural lands of the South Valley, which are the primary landscape that is admired by many who live within the community and outside the area. Isleta Boulevard, part of the historic Camino Real, and the original village centers testify to the long history of the area, predating the founding of the City of Albuquerque.

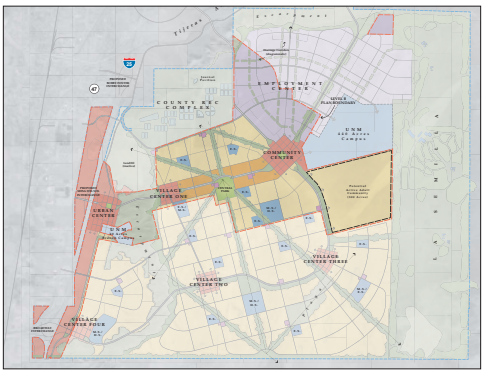
The Rio Grande is an important feature of the valley. The Rio Grande flood plain has been formed over many centuries by the flow of the river alternately cutting and depositing soils from higher areas of the Rio Grande and its tributaries. For over a thousand years, from the earliest Pueblo settlements to the present time, people have settled adjacent to the Rio Grande, and established ditches to bring water from the river to their crops. Today, people still live adjacent to the river and continue to use the river for agricultural purposes. The river also provides wildlife habitat for nesting, breeding and feeding birds, mammals, and acts as a migratory corridor.

As a result of this wealth of open space and natural beauty as well as the long history of agriculture in the region, development of agricultural land into other uses has long been a contentious issue. This highlights the importance of focusing growth into existing developed areas, in order to preserve the surrounding agricultural land and associated jobs and culture.

Environmental Concerns

A variety of environmental issues are present in the area. These include non-productive agricultural properties, which produce dust and add to local air pollution. Environmental hazards from past industrial activity continue to be a concern for area residents, including a Superfund site on 2nd Street north of the railroad station and underground storage tanks along 2nd Street. Additional environmental issues are posed by operations at industrial properties in the area – which include a scrap processing plant, an operational chemical company, the Albuquerque Bernalillo County Water Utility Authority Wastewater Reclamation Plant, and petroleum and propane fuel storage. These health, environmental, and aesthetic issues pose significant concerns for residents in the immediate and surrounding areas.





Downtown Albuquerque, center, and Mesa del Sol, bottom, as well as the International Sunport airport and Kirtland Air Force Base are large employment centers in close proximity to the Bernalillo County station area.

Today, the Mountain View area is predominantly a mix of industrial uses and agricultural land, with some low density and residential and commercial areas mixed in. The industrial properties include some of heaviest industrial uses in the county, including bulk fuel storage terminals, storage drums of organic chlorinated solvents, and heavy manufacturing. The recent decades of industrial use have resulted in significant soil as well as surface and ground water contamination, while emissions from many of these uses have affected local air quality. Clean-up of this contamination is being monitored by the NM Environment Department and the US Environmental Protection Agency, with the intention of remediating these challenges to allow future industry and development to be able to reuse this already developed land.

Regional Context

While not currently an activity center in its own right, the station is a centrally located hub between three major existing centers of the region. Downtown Albuquerque is approximately four miles north of station, and is connected by the Rail Runner Express and numerous roadway connections. The Albuquerque International Sunport and neighboring activities comprise one of the region's major activity centers and is located approximately 4 miles from the station. Access to and from the Sunport is provided by bus service from the station via University Boulevard. Potentially one of the most significant developments underway in the region, Mesa del Sol, is located to the southeast of the station and will be accessible by I-25 and University Blvd. At buildout, Mesa del Sol is anticipated to be home to 100,000 residents and 18 million square feet of office, retail and industrial uses. While further away, the Southwest Mesa begins on the west side of the Rio Grande and extends approximately 15 miles to the Rio Puerco.

Station Area Boundaries

The Rail Runner Express station is located on the east side of Second Street SW/ State Route 303, just north of the intersection with Rio Bravo Boulevard SE. The station area includes the majority of the land within a one-quarter mile radius of the station on both sides of Second Street and north of Rio Bravo Boulevard, as well as property on either side of Prince Street SE to the east of the station, extending nearly to Broadway Boulevard SE. One of the prominent geographic features within this area is the San Jose Drain canal, that runs north-south through the heart of the station area between the station and Prince Street SE, presenting a great asset and opportunity for the station area. Remnants of a smaller local irrigation ditch, or *acequia*, known as the San Jose Lateral also exist to the east of the San Jose Drain.

The station is located on Second Street, a major throughway that has little development along it.

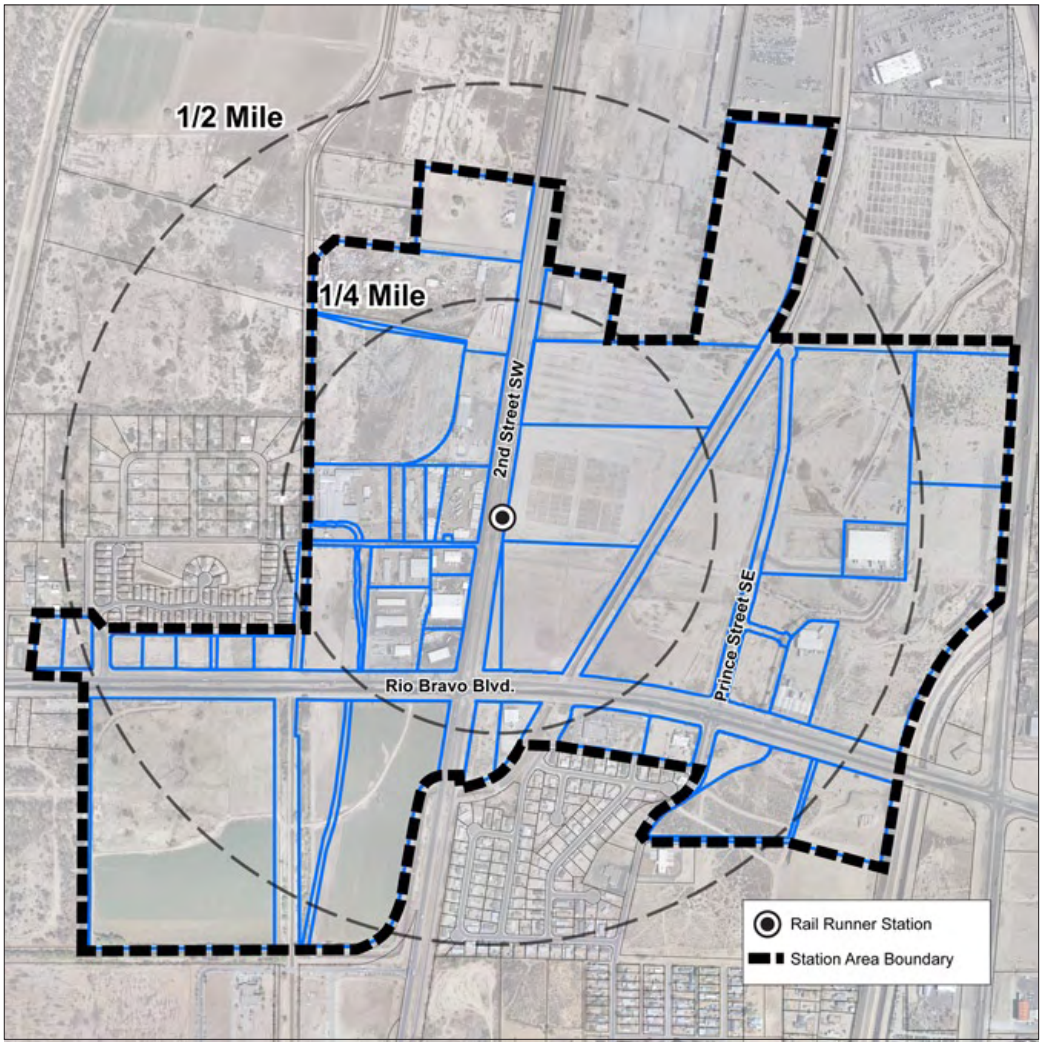


Figure 1: Map showing 1/4- and 1/2-mile radii from the station.

Station Area Zoning and Land Use

Nearly 44 percent of the acres in Mountain View are zoned for industrial use, with about 20 percent zoned M-1 and 24 percent zoned M-2. Another 45 percent of the acreage is zoned A-1, for agricultural use, which also allows one single-family dwelling per acre. The remaining nearly 7 percent of land use is split among low density residential, including mobile homes, and commercial. Most of the industrial use is located east of 2nd Street, while most agricultural and residential use is found to the west, along the Rio Grande. There are several residential areas situated between 2nd Street and Broadway, adjacent to industrial uses with little buffer.

A pressing issue in Mountain View is the predominance of industrial activities and vacant land zoned M-2 that allows heavy industry and could draw more heavy industry in the future. This may pose future risk to residents currently living in the area and for new residents expected as a result of increased residential density surrounding the commuter rail station.

While there is economic activity in the area from industry, there are few commercial or retail opportunities for residents living nearby. The only retail available in the area is a gas station and convenience store at 2nd and Rio Bravo.

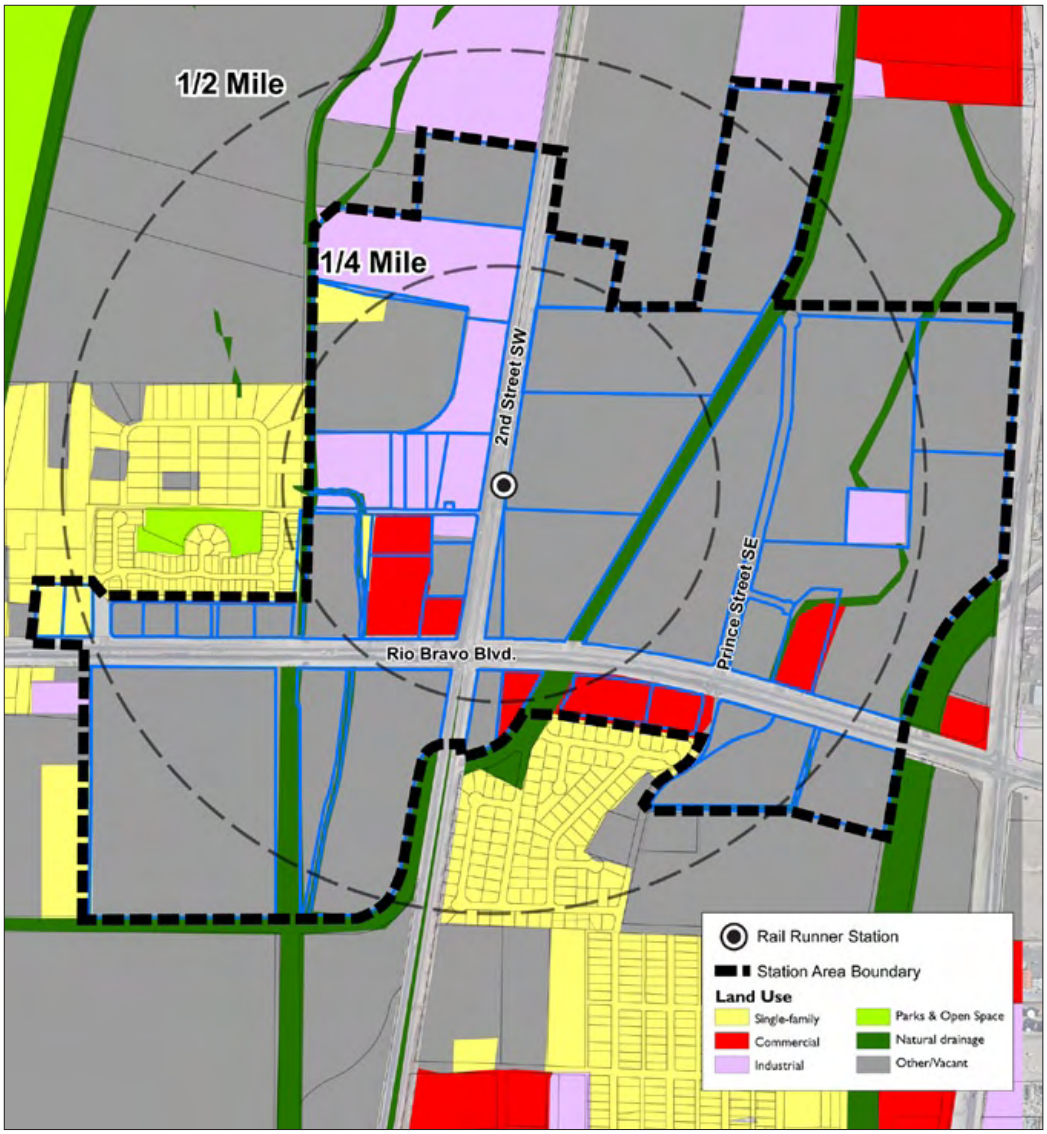


Figure 2: Existing land uses in and around the Station Area.

Existing Zoning Designations

The large majority of land in the station area is zoned M-2 (Heavy Manufacturing), with a limited number of parcels zoned A-1, R-1, and M-H.

M-2 Zone – Heavy Manufacturing
This zone is intended to provide industrial operation of all types, except certain potentially hazardous or nuisance-type industries. Permissive uses include all types of industrial uses, plus heavy industry like steel foundries and manufacturing of chemicals, brick, paint, plastics and others. Prohibited uses include residential and related uses, churches, schools, libraries and hospitals.

A-1 Rural Agricultural Zone
This zone is intended to preserve the scenic and recreational values of natural lands and to provide open and spacious development in area remote from available public services and to recognize the desirability of carrying on compatible agricultural operations and spacious home developments in areas near the fringes of urban development. One single family detached or manufactured home per lot at one unit per acre is permitted.

Opportunity Sites

Currently, a large majority of the land within the station area, as well as land to the east of Prince Street is vacant. The majority of this vacant land is owned by a small number of individuals who have been involved in and are generally supportive of the station area planning process. As a result, there is a large quantity of land readily available for development to the standards and uses detailed in this plan. The abundance of large available parcels and guidance of the station area plan will be valuable amenities in enticing private developers to propose projects in the station area.

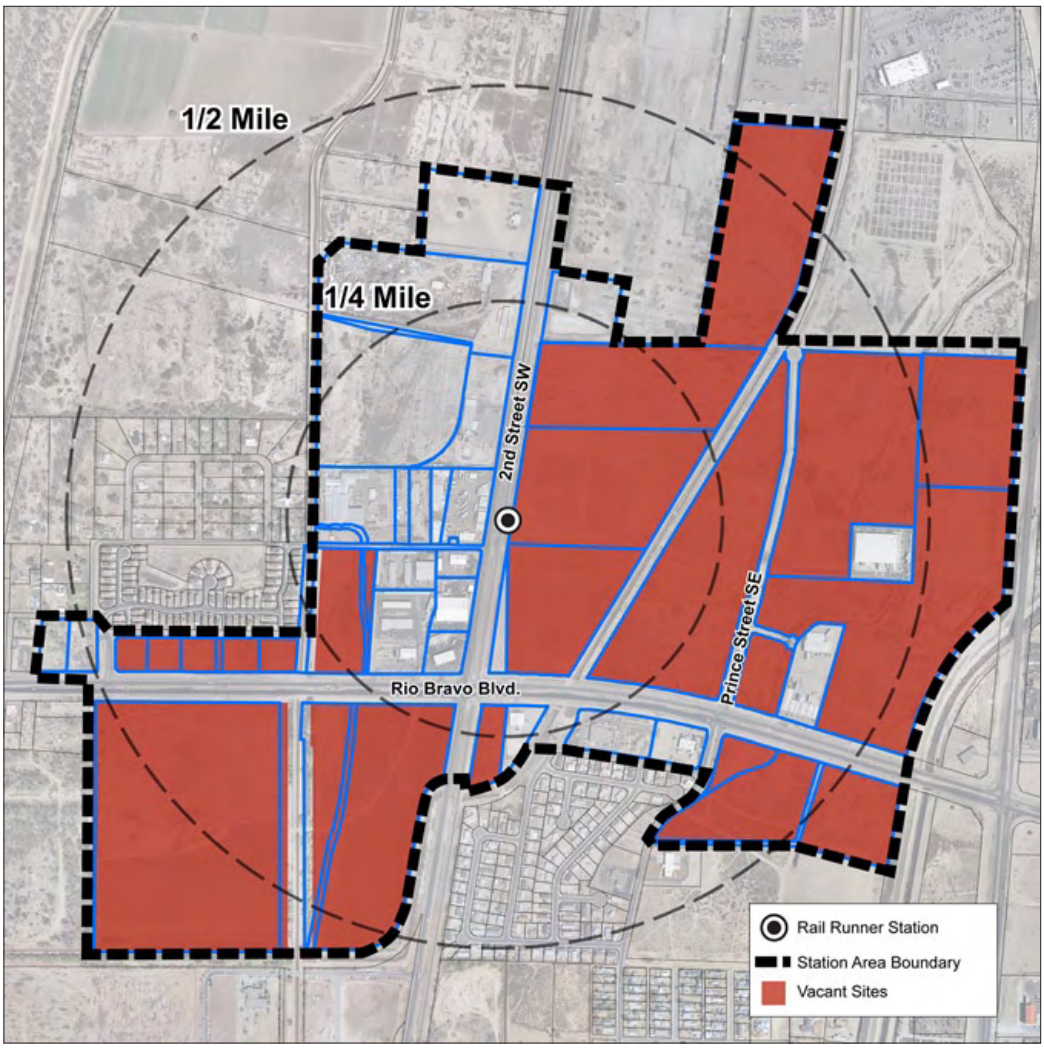


Figure 3: Vacant parcels in the station area.

III. PLANNING CONTEXT

Over the course of 2007 and 2008, the planning team studied the area surrounding the station to identify the best approach to creating a successful station area. The current planning effort also relied on public input and on the extensive outreach efforts undertaken by Bernalillo County to develop alternative land use patterns for this area of Mountain View.

Plan Precedents

Albuquerque/Bernalillo County Comprehensive Plan

The Albuquerque/Bernalillo County Comprehensive Plan's geographic scope is the area within Albuquerque's municipal limits and the unincorporated area of Bernalillo County. The Plan's content is established by State Law and must reflect conditions and probable future growth of the municipality and its environs.

The Comprehensive Plan designates the area around the intersection of 2nd and Rio Bravo, generally the station area, as a proposed Community Activity Center. According to the Comprehensive Plan, this area "provides the primary focus for the entire community sub-area and a greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area." Access to and within the area is designated as very accessible by automobile, but also with a trail network and very accommodating to pedestrians. Typical uses prescribed include low-rise office, public and quasi-public uses (e.g. post office, library), entertainment (restaurants, theaters, etc.), hotel/motel, educational facilities, etc.

The Southwest Area Plan

The Southwest Area Plan area covers 115 square miles, including the South Valley and Southwest Mesa. The plan boundaries are Central Avenue and Interstate 40 to the north, the Rio Puerco on the west, and Isleta Pueblo lands on the south. Interstate 25 south of Woodward Road to Broadway Boulevard on the south, and the Rio Grande north of Woodward Road are its eastern boundaries. Approximately 9 square miles are located within Albuquerque's municipal limits.

The plan is divided into three primary sections. The Built Environment section establishes zoning and residential density levels throughout the plan area. It also discusses the historic village centers and Isleta Boulevard as well as general transportation issues. The Community Involvement and Services portion discusses provisions for the safety and general welfare of the community, including general community services such as health and human services, affordable housing, jobs skills programs, and park sites. The Economic Development section attempts to address and promote quality economic development in the plan area, including policies that guide economic development within the context of maintaining the unique and historic character of the South Valley.

Metropolitan Transportation Plan (MTP)

The Metropolitan Planning Organization (MPO), defined as the Metropolitan Transportation Board and administratively part of the Mid-Region Council of Governments, is responsible for developing and maintaining a long-range transportation plan known as the Metropolitan Transportation Plan or MTP. The MTP is a plan that includes both long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The MTP provides the basis for all multimodal transportation program and project implementation within the Albuquerque metropolitan area. The MTP is developed in accordance with the latest metropolitan transportation planning requirements established from SAFETEA-LU and specified in Title 23 Code of Federal Regulations Part 450 (Planning Assistance and Standards), the most recent version dated February 14, 2007.

The Year 2030 MTP is the current conforming plan and was approved by the Metropolitan Transportation Board on April 28, 2007. The next MTP will be approved again no later than June 2011. All applicable capital and non-capital transportation projects proposed in this plan should be coordinated with the MPO staff to ensure consistency with the current MTP. This coordination should occur before inclusion in the TIP or at a minimum two years prior to the planned letting or implementation date.

Transportation Improvement Program (TIP)

The Metropolitan Planning Organization (MPO), in cooperation with the State and any affected public transportation operator, develops a TIP for the metropolitan planning area. The TIP includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for federal and state funding or any regionally significant projects requiring an action by the FHWA or the FTA regardless of funding source. The current TIP is for federal fiscal years 2008-2013 and will be updated no later than September 30, 2009, for the fiscal years 2010-2015.

All applicable capital and non-capital transportation projects proposed in this plan should be coordinated with the MPO staff to ensure consistency with the current TIP. This coordination should occur at a minimum two years prior to the planned letting or implementation date.

Market Conditions

Recent market trends in the greater Albuquerque region and local real estate market demand and proposals for the South Valley suggest a promising environment for mixed-use and higher-density development around the Rail Runner station.

Until recently, the Albuquerque region was a relatively traditional residential market, with little demand for types of residential other than single-family homes. Changing demographics nationwide, regionally, and locally suggest a growing demand for smaller, higher-density multi-family units and more walkable commercial and employment destinations. Recently in the Albuquerque region, the market has started to shift to reflect this trend, include an emerging demand for higher density housing types and more integration between commercial and residential uses. Many recent attached residential projects have been highly successful, with residents choosing this type of housing more for lifestyle reasons than for economic reasons, a reflection of the growing demand. While attached residential constitutes only a small percentage of the overall market, trends suggest that demand will grow, particularly as the Albuquerque region continues its strong rate of population growth and becomes more land-constrained, and worsening traffic congestion further encourages people to look for alternatives to far-flung sprawling development. The convenience of the Rail Runner Express can be capitalized on as a major attractor for this growing market sector.

The South Valley has many existing residents and jobs, but little retail or services to offer them. Residents have long desired local commercial destinations such as restaurants, convenience stores, specialty retail and services, and a community grocery store, rather than having to drive to neighboring areas for the same amenities. The Rail Runner station area, as the new activity center of the community, will offer an opportunity to meet this need in a manner that is consistent with this Plan's vision.

In addition to the desire for retail voiced by community members, the Rail Runner station area has many benefits that will appeal to potential commercial developers. Vacant land is abundant and reasonably priced, which will be an asset early in the development process. Once built, commercial properties will have high visibility, thanks to proximity to I-25 and high volumes of daily traffic on Rio Bravo and Broadway, which will only increase as the surrounding residential population grows. Though the existing industrial uses on surrounding sites might make this area less appealing as a retail destination, the anticipated development of a mixed-use community surrounding the station area will mitigate this challenge, while providing many more

potential retail patrons who will live and work in close proximity to these new businesses. A community retail center of 40,000 to 60,000 square feet is possible with current anticipated growth in the area, but a much larger center would be possible if anchored by an entertainment or lifestyle amenity, such as a movie theater or fitness club.

Research also shows that there is a growing demand for employment space in the Albuquerque region, which is projected to continue apace with regional population growth. The convenience of the Rail Runner station, the many amenities of the proposed station area, and easy access to I-25 will make the station area an especially appealing place to locate a business. The demand for new employment space includes a mix of both office and light industrial, with anticipated ranges of 66,800 to 167,000 square feet of office use space and 87,000 to 218,000 square feet of business park, light industrial, and flex space in the immediate vicinity of the station.

Public Open Houses and Information

Two community meetings were held to present the goals and study results to residents, property and business owners, and other interested parties. The public meetings, held on August 2, 2007 and August 20, 2008, sought feedback on the project team's findings and direction in terms of the desires, needs, and concerns of the community.

At the first workshop, an open house for the general public, the station area planning team presented the context and goals of the station area planning process. Attendees were provided a handout that included discussion of proposed land uses, two conceptual area plans, transportation goals, and stormwater management concepts. The project team solicited public feedback on the station area's assets, needs and opportunities, priority projects to enhance the area, and the desired scale and character of development. Public comments were generally supportive of the idea of higher-density, walkable mixed-use development around the station, as well as improved pedestrian, bicycle and trail connections to surrounding neighborhoods.

At the second meeting, a smaller focus group session for property and business owners and other area stakeholders, the team presented an update on the planning process and answered questions. Local business and property owners discussed the development and transportation concepts, market opportunities, and design aspects of the proposed plan. The team also explained how the process may move forward in the coming months either as part of or independent from the Mountain View Sector Development Plan process.

At a follow-up stakeholder meeting, the team presented the goals, objectives and recommendations for the station area. A revised station area boundary, slightly reduced in geographic area, was presented and the land use recommendations were again presented. The team also explained the intention to move the Station Area Plan forward independent from the Mountain View Sector Development Plan process.

IV. Station Area Vision, Goals and Objectives

Station Area Vision

The Bernalillo County/International Sunport Rail Runner station is envisioned to be the focal point of a vital new activity center for the South Valley. The center of the community will include a dynamic mix of residential, retail, and employment opportunities, in a safe and attractive environment that encourages people to walk and enjoy the beautiful desert surroundings, unique architecture, and exciting street life.

The Rail Runner station area will be the center of the South Valley, an exciting new regional destination, and the new southern gateway to Albuquerque. The station will quickly and conveniently connect people to downtown Albuquerque, the Albuquerque International Sunport Airport, and the large new community at Mesa del Sol. The center will also be a catalyst for local and regional transformation, from a region predominantly made up of sprawling suburbs to one of exciting urban destination, and from a district of heavy industry to new cleaner and lighter industry and professional office jobs, as new employers locate in this amenity-rich environment.

The station area will feature retail and services that commuters would frequent—such as a food market, bank branch, coffee shop, office supplies, childcare, cleaners, a drug store, and space for classes—and that will also support the needs of the entire South Valley. Offices and higher density residential, either in second- and third-story apartments or townhouses, would bring in more employees and residents, providing the all-day bustle and activity that contribute to feelings of civic vitality and pedestrian and commuter safety. The center will also address a need for local activities and further encourage an active lifestyle for local residents by providing new parks and playgrounds, potentially including entertainment such as a movie theater, and by connecting the community to the Rio Grande bosque and incorporating and improving the San Jose Drain and Lateral as local green space and part of a larger regional trail and greenway system.

The Rail Runner Express is a regional transportation connection that can catalyze important local transportation improvements and better connect local networks.

The station area will provide an attractive walkable mixed-use environment where people are encouraged to walk and use the public realm to complete errands, socialize, and access the station.

The station are will be a diverse district, with a dynamic mix of uses, housing types, and transportation options.

A variety of housing types will be included to attract growth to this area and foster a neighborhood with a stronger sense of community and vitality. Different styles of high density housing will provide a mix of opportunities for people of different lifestyles and economic means to find a home in the community and take advantage of the amenities of the station area. This variety will not only create a unique community environment in the station area, but will help to preserve the existing surrounding environment of agriculture and open space, which are prime amenities of the area.

The streets and blocks of the surrounding neighborhood will be balanced to encourage walking as a primary means of transportation, while supporting all modes of movement. Walking and bicycling paths will encourage passengers to reach the station and surrounding commercial center by means other than a private automobile. Second Street will become a major artery of this heart of the community, feeding the station, retail destinations, and public spaces with local residents who are out for an errand, a commute, or just a stroll. The street will become an important pedestrian corridor, with many pedestrian improvements including a paved trail and special street furniture, landscaping and lighting to create an improved pedestrian environment. Meanwhile, truck traffic would be diverted to an improved Broadway Boulevard to support the comfortable local character of Second Street.

A goal for the station area is to have residents and visitors choose to walk – as opposed to drive between the station and surrounding uses. To provide the kind of environment where residents walk to the train and young people walk to school, a unique scale and orientation of buildings is required to encourage pedestrians to feel comfortable, safe, and welcome. If the design of the station area makes it practical to walk and bike to address most daily needs, residents are more likely to be aware of and invested in their neighborhood. This investment takes many forms, from saying "hello" to neighbors to choosing a local restaurant or coffee shop where the person behind the counter is a familiar friend or neighbor. By fostering transportation choices, the mobility of the South Valley's young people and seniors will be expanded, and a healthier lifestyle – resulting from reduced stress due to local traffic, increased activity and improved air quality – will be promoted for all residents.

Transit Oriented Development

To advance this vision, land use, transportation improvements, and development in the station area should be consistent with the principles of Transit-Oriented Development. TOD seeks to realize the synergies between transportation and land use to encourage vibrant new development around major transportation investments. TOD seeks to support larger transportation amenities, such as the Rail Runner station, by connecting ridership with local transportation networks. Meanwhile, it seeks to take advantage of and further this increased level of activity by providing a high level of services, amenities, and housing in a compact pedestrian-oriented manner. The principles important to the realization of TOD include:

- Integration of land use and transportation – especially connection of housing and transit;
- Human-scaled environments that encourage walking, bicycling, and transit use;
- Highly interconnected street network;
- Building and public realm design scaled to pedestrians;
- Dynamic mix of land uses; and,
- Compact development

TOD focuses on the creation of a "node" of activity around which land uses and transportation are organized. Typically, these uses are developed in a compact manner to allow for more variety and amenity within a walkable distance from residential neighborhoods and transit connections. High interconnectivity of streets and diversity of transportation options make actual walking distances shorter. A variety of land uses, engaging storefronts, a high level of architectural detail, and street amenities create a diversity of activities, sights, and possibilities. Auto-oriented facilities such as parking, driveways, and large-scale signage are restrained, allowing automobiles to function within the area, but not overwhelm it.

Compact mixed-use development around the station will create a vibrant destination that is active and attractive to people throughout the day, on workdays and weekends.

The benefits of TOD include public benefits, such as improved air quality, and private benefits, such as increased property values or greater sales revenue from foot traffic. These benefits are discussed in greater detail in Appendix B.

Station Area Goals and Objectives

In order to realize the goals and benefits of TOD in the station area, the following goals and objectives have been developed as key considerations to determine appropriate intermediate steps.

It is important to ensure that the scale of buildings and architectural style, while compact, are appropriate to the area.

Land Use Goals and Objectives

Goal: Provide a range of land uses around the Bernalillo County/ International Sunport Rail Runner Express Station that will create a destination and provide opportunities for a wide range of residential lifestyles, work environments, and neighborhood and regional serving retail, entertainment, and services.

Objective LU-1: Implement compact pedestrian-oriented zoning standards that allow for a mix of uses and higher densities throughout the station area.

Objective LU-2: Encourage mixed-use development with a range of residential housing types and a vibrant mix of uses that will serve residents and visitors at all hours of the day.

Objective LU-3: Create a critical mass of retail and entertainment opportunities to provide convenient services and create a destination for South Valley and area residents.

Objective LU-4: Encourage pedestrian-oriented retail shops offering goods and services that serve transit riders and the local residential population. Encourage a balance between independent/locally-owned business and franchise and corporate entities.

Providing a dynamic mix of uses will create an environment that is more inviting to people throughout the day.

Open Space Goals and Objectives

Goal: To help attract families to the station area and provide a healthy and aesthetically vibrant district, maintain and improve the area's offering of usable open space.

Objective OS-1: Create parks or publicly available playing fields within walking distance of housing in the station area .

Objective OS-2: Encourage the provision of usable open space in the form of courtyards, plazas and open space areas within new development.

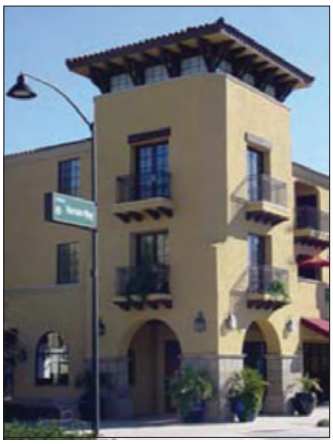
Objective OS-3: Protect and provide improved access to the Rio Grande bosque and Romero Park.

Objective OS-4: Preserve natural open space in the South Valley by directing development to areas served by existing infrastructure and transit.

Objective OS- 5: Pursue opportunities for recreation and non-motorized transportation by creating multi-use paths in greenways along the South Diversion channel and the San Jose Drain

Objective OS-6: Pursue opportunities to create district-level stormwater facilities serving multiple sites and to create stormwater detention facilities that can also serve as active and passive recreation areas.

A central park with playing fields and other amenities should be provided within walking distance of housing in the station area.



A diversity of housing types should include units attractive to households of varying sizes and incomes.

Housing Goals and Objectives

Goal: Provide a safe, active, and inclusive community around the station that supports community participation and transit ridership.

Objective H-1: Encourage the development of a variety of housing types to encourage a mix of residents, including families, young professionals, and older adults, with both rental and ownership opportunities.

Objective H-2: Develop an affordable housing policy to insure that new development provides opportunities for residents of all economic means.

Objective H-3: Encourage the construction of mixed-use buildings with residential uses over ground floor commercial uses in the immediate station area in order to foster an environment with activity throughout the day.

Small businesses development should be encouraged to create jobs and foster a vibrant station area environment.

Economic Development Goals and Objectives

Goal: To encourage the development of the station area as an employment center and retail and service destination for commuters, local residents, and visitors.

Objective ED-1: Encourage the development of local businesses, with an emphasis on entertainment, dining, and resident-serving goods and services.

Objective ED-2: Actively recruit quality commercial and office tenants and consider incentives to attract these uses.

Objective ED-3: Pursue opportunities to locate State, County and other public office uses within the station area.

Urban Design Goals and Objectives

Goal: Develop a strong identity and character for the station area through high quality architectural and streetscape design in order to foster an attractive walking environment.

Thoughtful design of buildings, storefronts, and the public realm contribute to an appealing walking environment.

Objective UD-1: Ensure that new development enhances the character of North Mountain View by requiring design qualities and elements that are appropriate in look and scale to the local context and pedestrian orientation.

Objective UD-2: Improve streetscapes in key corridors in the station area and create a sense of arrival at key gateways to Second Street, Rio Bravo Boulevard, the Rail Runner Express station, and other key destinations.

Objective UD-3: Develop appropriate public art to further establish a sense of unique identity in the station area.

Objective UD-4: Develop pedestrian oriented wayfinding to civic facilities in the station area (such as the Mountain View Community Center) that will further establish the station area identity.

Objective UD-5: Promote a built environment that reduces crime and the fear of crime and improves the quality of life through maintenance, natural surveillance and design.

Circulation Goals and Objectives

Goal: Improve the circulation system in the South Valley by providing transportation choice and enhanced connectivity through improved transportation within and around the station area.

Objective C-1: Encourage the creation of a more connected street network in the vicinity of the station, as elaborated in Section V, Circulation, to create alternative routes and avoid concentrating traffic on Second Street and Rio Bravo Boulevard.

Objective C-2: Apply the multi-modal access hierarchy for the station area elaborated in Section V, Circulation, to prioritize street improvements and mode-share priorities for multi-modal streets.

Objective C-3: Focus on creating an improved pedestrian environment, with continuous sidewalks on both sides of the street and high quality streetscaping. Use street trees, special paving, high quality street lighting, and pedestrian furnishings to encourage pedestrian mobility.

Objective C-4: Improve pedestrian connections across intersections, especially at Second Street and Rio Bravo. Shorten crossing distance, improve crosswalk markings and signals, and heighten driver awareness of crossings to improve pedestrian safety and comfort.

Objective C-5: Provide continuous bike lanes on streets according to the recommendations in the proposed bicycle facility map on page 40.

Objective C-6: Enhance pedestrian, bicycle and vehicle connections between the station area and surrounding residential areas.

Objective C-7: Enhance and coordinate intermodal connections to and from the Rail Runner serving the station area and nearby activity centers such as the Sunport.

Unique and attractive wayfinding signage should be developed to attract people to destinations in the station area such as the station, park, and retail areas.

Improved crossings are necessary on major auto-corridors such as 2nd Street and Rio Bravo Blvd to ensure that pedestrians can safely cross from neighborhoods to the station.

Parking Goals and Objectives

Goal: Provide an appropriate supply of parking for station area land uses, while avoiding an oversupply of parking.

Objective P-1: Encourage the use of shared parking where train service, businesses, services, and recreational facilities have staggered needs according to peak times.

Objective P-2: Locate parking in new developments in a manner that is less visually intrusive relative to the public realm, such as behind buildings or with minimal sidewalk frontage.

Objective P-3: Develop lower overall parking requirements for new development in proximity to the Rail Runner station to encourage more multi-modal transportation habits.

Objective P-4: Encourage the provision of short-term bicycle parking (e.g. bicycle racks) and long-term bicycle parking (e.g. bicycle lockers, interior storage) in new development and adjacent to public destinations.

On-street parking, parking structures designed to fit in with the urban context, and surface parking behind buildings all contribute to a more active and interesting streetscape.

V. Station Area Recommendations

Circulation

The overarching goal of this circulation plan is to create a district that is safe and attractive for pedestrians, bicyclists, transit riders, and motorists. The information presented in this section provides a framework for future capital planning efforts. The circulation plan includes several street types around the station area to serve different functions and modes of travel. These street types function together to form an integrated transportation network.

The transportation network near the station area relies on two major arterial roadway corridors. Rio Bravo Boulevard/NM 500, just south of the station, is a major east-west roadway that provides connections to Interstate 25, Albuquerque International Sunport, and Mesa del Sol. This corridor is also a major connection across the Rio Grande in Albuquerque's South Valley. Second Street/NM 303, just west of the station, is a major north-south arterial that provides connection to Downtown Albuquerque and Isleta.

Traffic modeling for this area suggests significant traffic increases on Rio Bravo Boulevard near the station area as regional traffic increases and Mesa Del Sol approaches build-out (2025). The future modeling for this area (2025) also suggests that Rio Bravo Boulevard could have three travel lanes in each direction with a posted speed limit of 65MPH. Under such conditions the roadway is projected to carry 3,200 peak hour vehicles (two way traffic) and to experience significant congestion (LOS E).

Local circulation is critical to connect transit riders to local neighborhoods and businesses.

Currently, walking is unsafe and unattractive in many areas around the station. Improved conditions for walking was identified as a primary objective through stakeholder outreach.

Based on this information, the Rio Bravo Boulevard and Second Street corridors will have pedestrian, bicycle, bus transit, and automobile circulation challenges to address near the station area in the future. Safety and multimodal accommodation will become increasingly important if the width, speed and traffic volume increases in the corridors. Specifically, walking to the station from external residences will become more difficult. This includes residents currently living south and west of the station. To facilitate such trips, future planning in the station area and for adjacent roadways should pursue integrated multimodal solutions that accommodate all forms of travel. Additionally, building more pedestrian friendly intersections at key locations is critical to maximize pedestrian safety and comfort. Intersection safety could be increased by:

- minimizing crossing distance;
- clearly marking crosswalks and using median pedestrian refuges;
- using countdown signals for pedestrian crossing;
- balancing motor vehicle capacity improvements with pedestrian safety needs at major intersections;
- ensuring that signal timing allows for safe crossing; and,
- providing clear views that are not obstructed by parking or plantings.

High-quality bicycle facilities will also be important to support existing and future bicycle travel. Facilities such as bicycle routes, lanes, and paths should be used to create connections that are safe for bicyclists traveling within and to the station area. Within the station area, safe and convenient areas for secure bicycle parking should also be provided to encourage bicycle activity.

Bike facilities, including not only safe routes on roadways but also parking, are important to making biking an attractive means of transportation.

The station area should be accessible for people who do not have a motor vehicle, choose not to use one, or are not capable of driving (such as certain groups of teens, seniors, and persons with disabilities) or who choose not to or are unable to ride a bicycle. Local bus service plays an important role in connecting people in this category to the station area. ABQ Ride currently provides bus service at the station with routes 222 and 51. Route 222 is the Rio Bravo/Sunport/Kirtland bus, which provides service between the Coors/Rio Bravo intersection, the Albuquerque International Sunport, and Kirtland Air Force Base. Eight Route 222 buses depart every weekday in each direction from the station. Route 51 is the Atrisco/Rio Bravo bus, which provides service between the Mountain View Community Center and the Central/Atrisco intersection. The route runs along Rio Bravo

past the station but does not make a specific stop at the station platform. Hourly service is provided throughout the day on weekdays and Saturdays.

When constructing new transportation facilities, it will be critical to maintain or improve connectivity with the neighborhoods near the station area wherever possible. Establishing safe pedestrian and bicycle connections between neighborhoods and the station area will be a primary objective to improve neighborhood access. As discussed earlier, Rio Bravo Boulevard and Second Street have potential to act as major barriers between existing neighborhoods and the station if not designed properly. Pedestrian and bicycle treatments that enhance safe travel across these major roadways will be imperative to a successful multimodal station area.

In order to ensure implementation of the improvements detailed in this plan, a variety of local agencies will need to work together to make certain the concepts and details outlined in this section are adhered as closely as possible. Section VII, Plan Implementation, includes detail on implementation of these recommendations.

Improving the major commercial streets around the station will support local businesses and create safe and attractive places to visit.

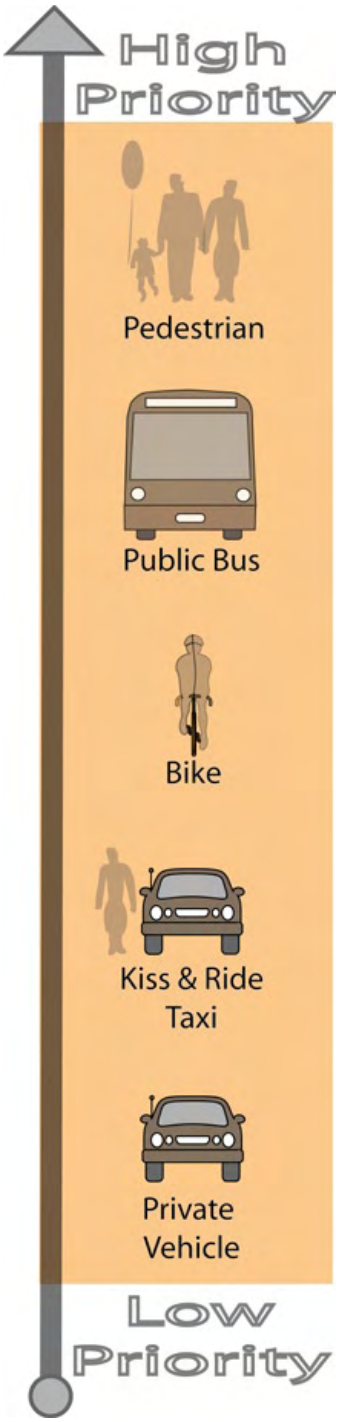


Figure 4: Station Access Hierarchy

Station Area Transportation Design

The Bernalillo County/International Sunport Rail Runner station area will be the confluence of many transportation systems. This will provide unique opportunities to connect train passengers, regional pathways users, bus stops, bicycle facilities, "kiss & ride" areas, and shared parking areas. If the interaction between transportation modes in the station area is left unresolved, an unsafe and poorly designed transportation system may be constructed. To achieve orderly and efficient mobility at the station area, a station access hierarchy, based on input from the community collected during the public workshops, is proposed. The station access hierarchy will be used as one of the major design guidelines for improving the transportation system around the station area (see Figure 4, page 30).

The station access hierarchy considers the following transportation modes in order of priority: people who access the station platform as a pedestrian, from a public bus, on a bicycle, dropped off from an automobile (personal or taxi), from a private bus, and from a parked automobile.

Extending beyond the station area as defined in this plan, it is anticipated that non-motorized users (pedestrians, cyclists, skaters, etc.) will travel up to one mile to access the station platform. The same access hierarchy should apply to the entire area, though the levels of transportation infrastructure vary. For example, the core area immediately adjacent to the Rail Runner Station could use high quality paving materials for pedestrian crossings, while more distant areas might use basic ground markings.

The station access hierarchy will be applied to the redesign of roadway intersections, roadway corridors, parking areas, bus facilities, trails, sidewalks, and any other transportation infrastructure. In order for the station access hierarchy to be successful, a deviation from the current standards and ordinance will be required. The deviation will require a shift from standards that emphasize automobile mobility, to standards that accommodate all modes of travel.

Transportation Network Connectivity

The transportation network in the station area will need to be highly connected and provide all transportation modes with direct access to destinations. As the station area redevelops, it will be increasingly important to provide new connections that either have been missing from or will be required by new developments. This includes critical missing segments in the existing sidewalk, bicycle, trail, and roadway network.

The current roadway network will be the "backbone" for the future transportation network. Although the current roadway network offers some level of connectivity for motor vehicle travel, it is inadequate for the high level of non-motorized travel anticipated in the station area. As shown in Figure 5, to accommodate future demand or both non-motorized and motorized travel, parallel, connected roadways and new multi-use trails are recommended with the redevelopment of the station area. Constructing these facilities is consistent with the station access hierarchy.

Providing parallel, connected roadways will also result in shorter block lengths and more frequent roadway intersections in the station area. These improvements will shorten the walking distance for residents in the station area, provide alternative routes for life safety vehicles in the event of an emergency, and efficiently distribute the increased level of motor vehicle traffic anticipated in the station area. By designing the new intersections with accommodations for all modes of travel, the transportation network will be well connected and safe.

The transportation network should prioritize connectivity, rather than speed. The interaction of motorized and non-motorized modes at the station will require speeds that balance the safety of each mode. To ensure the transportation objectives of this plan are satisfied, the design speed of the roadways in the station area should not exceed the design speed outlined in the street typologies section in this document. Additional guidelines on design speed can be found in *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, published by the Institute of Transportation Engineers (ITE).

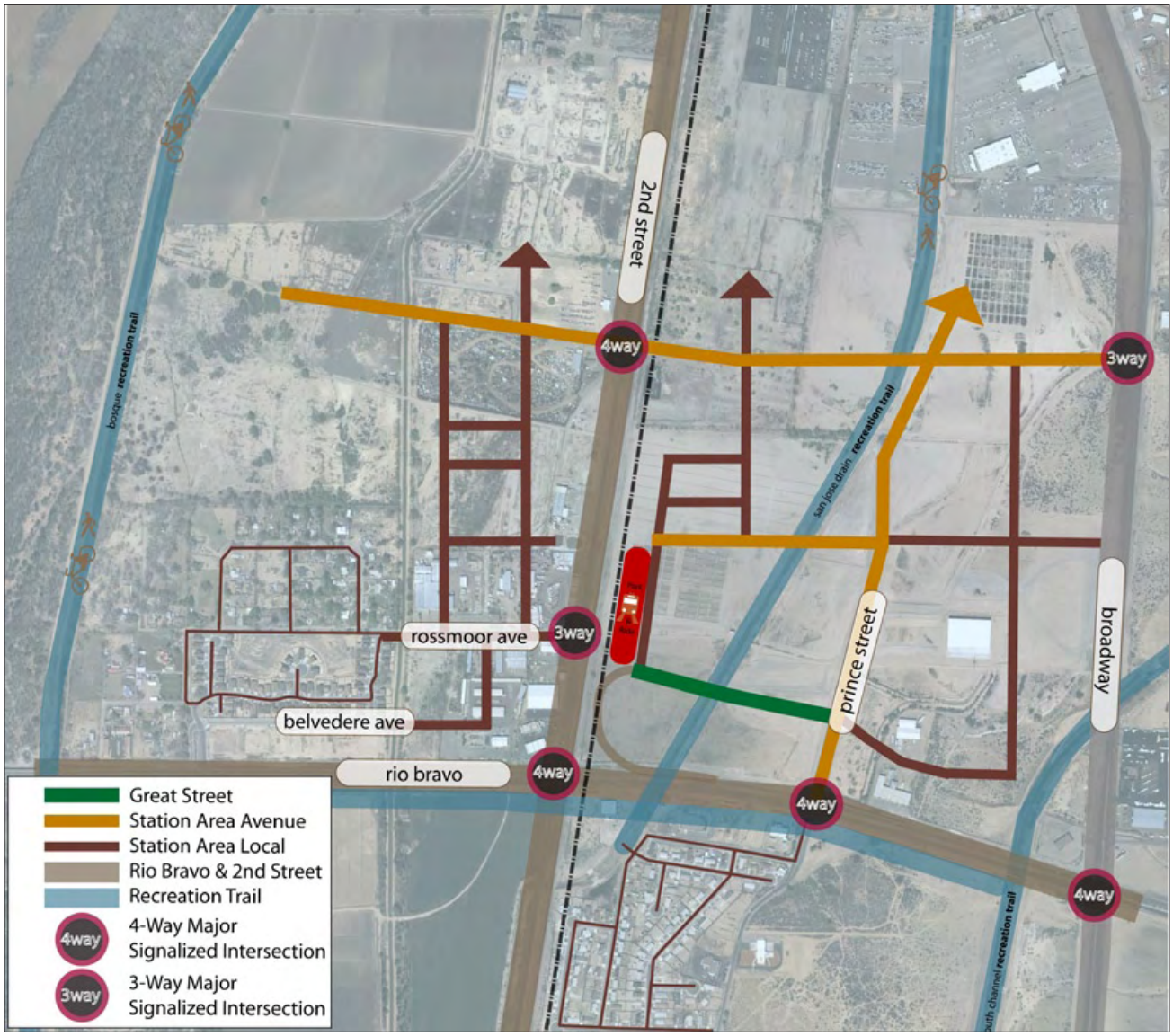


Figure 5: Recommended Station Area Street Network

The street types are designed to take all users into consideration, but focus on creating a comfortable and attractive environment for walking.

Street Typologies

The proposed street typologies are designed to create a safe and attractive environment for pedestrians, bicyclists, and motor vehicles in the station area. While streets in the station area accommodate all modes of travel, each typology is designed to achieve a primary transportation goal. For example, the Rio Bravo Boulevard typology is designed to move vehicles efficiently to regional destinations while creating safe pedestrian environments. The Second Street typology efficiently moves cars and bicycles through the station area while maintaining strong pedestrian connections. The Station Area streets (Local and Avenue) create an urban environment while accommodating multimodal travel. Each street typology serves a special function in the transportation network at the station area.

While some of the streets proposed in this plan deviate from the current Bernalillo County standards, they are consistent with the vision described by the community and emerging best practices for walkable communities (ITE). Design speeds specified for the individual street types should be achieved by designing according to that same best practice guidance. The departure from current street standard would only apply in the ½ mile radius from the station platform and would be coordinated with Bernalillo County engineers, emergency responders, and NMDOT.

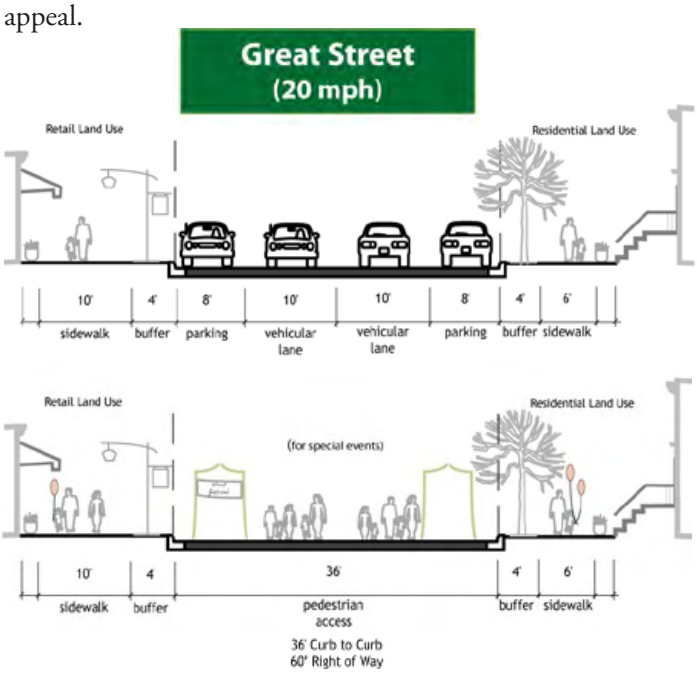
Local bus transit is not specifically called out in any of the street typologies. However, the street typologies can accommodate bus transit circulation. While the station area's regional transit service is the Rail Runner, the local bus service will continue to be an important component of the circulation system. Figure 6 shows potential transit corridors in the station area. Streets designated as potential transit corridors have at least 11 foot travel lanes that will accommodate bus travel.

Streets are public space, and can be designed to allow special uses for special occasions.

Figure 6: Potential Transit Corridors

The Great Street

The great street is designed to be a community focal point. The street can be closed to vehicles for special events where the community gathers to share experiences. The road that currently provides access between the station platform and Prince Street will be the most notable street in the station area network. Its close proximity to the Rail Runner station makes it an excellent choice for promoting special events with local and region-wide appeal.



Neighborhood streets prioritize livability, allowing people to walk and play comfortably and encouraging cars to drive slowly.

Pedestrian: The great street has direct pedestrian access from the station and wide sidewalks on both sides of the street. Slow moving traffic makes walking safe and comfortable. During special events the street becomes a pedestrian area and a place for families and the community to gather.

Bicycle: The great street is a signed bicycle route where vehicles and bicyclists share the road. Signs and ground markings increase safety informing drivers that bicycles are using the road.

During special events the street will be a dismount zone and bicycle activity will be limited.

Buffer: The great street buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Auto: The great street has narrow travel lanes and will be designed with a 20 MPH design speed. On-street parking is available on this street; however, vehicle access will be restricted during special events.

Station Area Local Street

The Station Area Local Street is designed to evoke an urban feel and to reflect a vibrant street life. All modes of transportation are present on these very active streets. People use wide sidewalks that have a high level of urban design detail, including interesting lighting, benches, and other amenities. Bicyclists navigate streets that are marked to make sure vehicles know they are sharing the road. Cars drive slowly looking for their destination and parking. Station Area Local Streets are laid out in a highly connected fashion to create multiple routes and access points. The block lengths are shorter than those found in the Station Area Avenue street layout, making them ideal for pedestrian exploration.

Pedestrian: Wide sidewalks lend pedestrians safety and comfort. Lighting, benches, and other street amenities and on street parallel parking provide a buffer between pedestrians and vehicular traffic. Adjacent retail or residential land uses give people reasons to be out on the sidewalk.

Bicycle: All Station Area streets have bicycle routes that include street signs and ground markings to increase safety by notifying vehicles of bicycle usage in the area. Sidewalks on Station Area streets are designated as dismount zones (meaning that cyclists may not ride on the sidewalk) to ensure everyone using the sidewalk is safe.

Buffer: The Station Area street buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: Station Area streets provide vehicle access to station area destinations. On-street parking, bicyclists, and general street activity keep vehicle speeds slow to increases safety for all Station Area street users. The Station Area streets will have a design speed of 25 MPH.

Pedestrian safety and predictable behaviors by drivers, pedestrians, and transit are critical components of a successful TOD street.

Station Area Avenue

The Station Area Avenue is designed for more peripheral streets in the station area. Bicycle lanes and the lack of on-street parking reduce friction and allow slightly higher speeds compared to Station Area Local. Also, intersection spacing is less frequent, which allows vehicles to move at steady speeds for more sustained periods of time.

Neighborhood streets prioritize livability, allowing people to walk and play comfortably and encouraging cars to drive slowly.

Pedestrian: Station Area Avenue has wide sidewalks that create a high quality pedestrian environment. Station Area Local does not have on-street parking to create a buffer from traffic. Additionally, vehicles are traveling at slightly higher speeds than on Station Area Avenue.

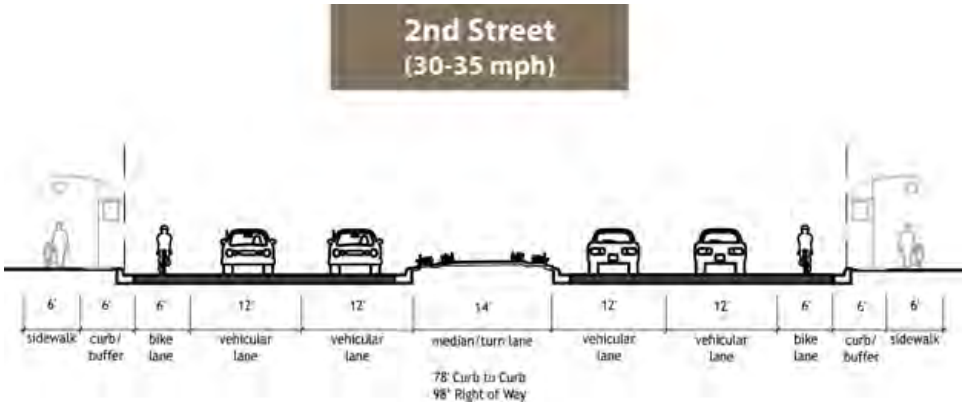
Bicycle: Station Area Avenue has designated bicycle lanes, making travel by bicycle efficient, convenient, and safe. Bicyclists will be able to travel at higher speeds since they are not sharing a travel lane with vehicles or traveling adjacent to parked cars.

Buffer: The buffer areas on Station Area Avenue will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: Vehicles have two travel lanes in each direction. On-street parking is not provided given the function of the roadway in the network. These factors allow speeds of up to 30 MPH. Station Area Avenues will also function as parallel streets to distribute traffic efficiently in the station area as development occurs.

Second Street

Second Street is located directly adjacent to the station platform. It is intended to be a conduit for efficiently moving vehicles and bicyclists north-south to and from the station area while creating a multi-modal atmosphere at the station area. Bicycle lanes, a median/center turn lane, and the lack of on-street parking reduce friction to allow slightly higher design speeds compared to Station Area streets. Also, intersection spacing is less frequent, which allows vehicles to move at steady speeds for more sustained periods of time.



Pedestrian: Second Street has ample sidewalks to accommodate pedestrians. Second Street does not have on-street parking to create a buffer from traffic. Additionally, vehicles will be moving at slightly higher speeds than on the Station Area streets.

Bicycle: Second Street has designated bicycle lanes making travel by bicycle efficient, convenient, and safe. Bicyclists will be able to travel at higher speeds since they are not sharing a travel lane with vehicles or traveling adjacent to parked cars.

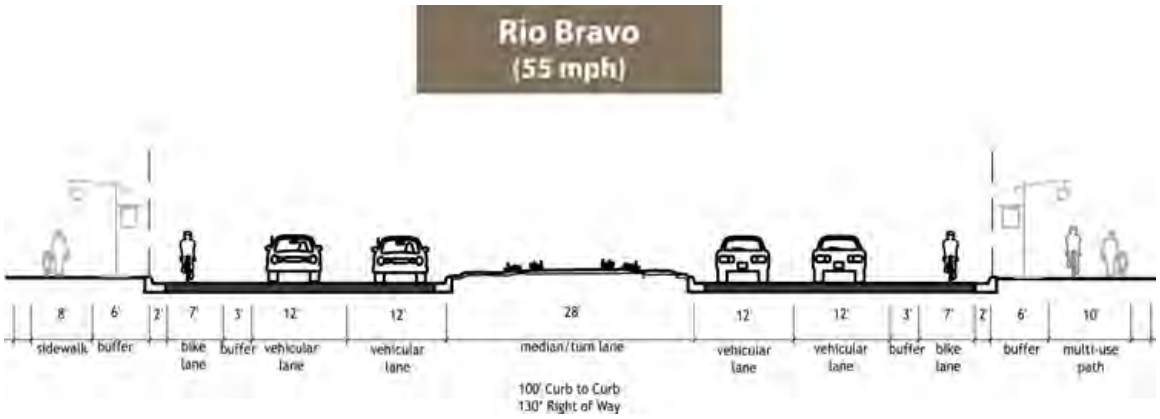
Buffer: The buffer on Second Street will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: Vehicles have one travel lane in each direction as well as a center turn lane. On-street parking is not provided given the function of the roadway in the network and the right of way constraints. These factors allow speeds of up 35 MPH.

It will be important to provide safe connections between neighborhoods and the Rail Runner station across 2nd Street.

Rio Bravo

Rio Bravo Boulevard is a major east-west roadway that carries large volumes of traffic to a variety of destinations. Currently, it is a high-capacity road designed to move vehicles efficiently and has minimal accommodations for bicycles or pedestrians. Although this roadway is part of a regional circulation system, it is located near the core of the station area and introduces challenges for motorized and non-motorized vehicle circulation. Following the station access hierarchy, the section of Rio Bravo in the core station area will need to be redesigned to accommodate all modes of travel. The proposed Rio Bravo section introduces multimodal activity while retaining the existing capacity for motorized vehicles.



Pedestrian safety improvements will be especially important on Rio Bravo Boulevard due to the high volume and speed of traffic in this corridor.

Pedestrian: Sidewalks will be added to both sides of Rio Bravo. Additionally, the facilities will be designed to accommodate safe and comfortable crossings at major intersections.

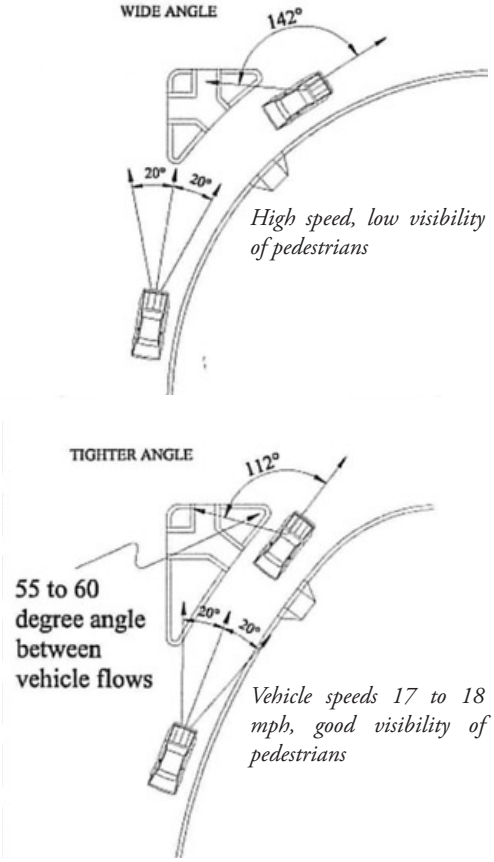
Bicycle: Bicycles will be accommodated along Rio Bravo with on-street bicycle lanes that have a buffer zone separating them from automobile traffic. The buffer zone can be delineated using diagonal striping or edgeline rumble strips. Additionally, a multi-use path will run parallel to the roadway. The combination of bicycle lanes and an off-street, multi-use trail will help accommodate all types of cyclists along this busy roadway. These east-west facilities will connect three north-south trails in and near the station area.

Buffer: The Rio Bravo buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: Rio Bravo is a regional road that will continue to experience increased regional travel. In the future, parallel roads will need to be constructed to manage congestion.

Intersection Concept

The intersections of Rio Bravo/Second Street and Rio Bravo/ Prince Street will require specific attention as they are adjacent to the station area. These intersections will be accommodating a lot of automobile, bicycle, and pedestrian traffic. In their current conditions, the intersections present a significant obstacle to those wishing to access the station from the south by foot or bicycle. Preliminary concepts for this intersection are shown below. The current NMDOT access code requires right turn deceleration lanes at each intersection where right turn movements exceed 41 vehicles/hour. These are included in the intersection configurations below. They also include "pork chop" islands, clearly marked crosswalks, and extended median noses to make pedestrian crossing more safe and comfortable. Additionally, pedestrian-actuated signals are recommended to provide adequate pedestrian crossing time.



Recommended design for acceleration and deceleration lane along Rio Bravo as suggested in the Institute of Transportation Engineers Recommended Practice Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.

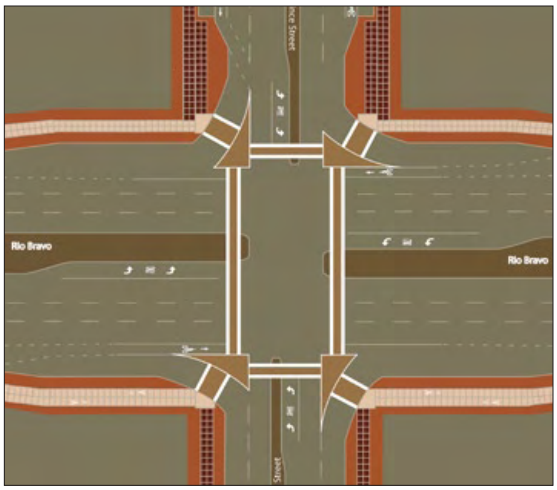


Figure 7: Design for the intersection of Rio Bravo Boulevard and 2nd Street.

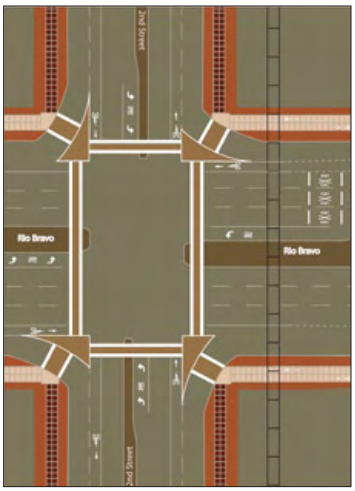
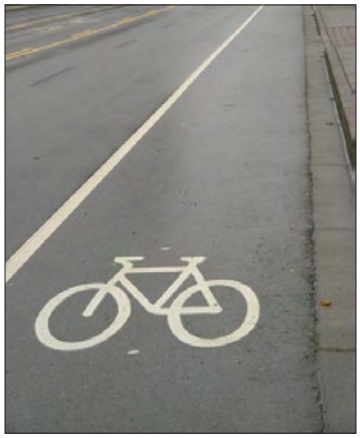


Figure 8: Design for the intersection of Rio Bravo Boulevard and Prince Street.



Bicycle Circulation

Bicycling is an important transportation mode in the station area as it offers inexpensive and convenient travel, particularly for shorter trips. Given the mixed-use vision for the station area, bicycle travel could become an important alternative to some motor vehicle trips. The plan is based on the concepts and preliminary alignments identified in the MRCOG 2030 MTP Bicycle Plan, which was adopted in 2006. The proposed bicycle circulation plan will also be a valuable recreation amenity that could be used to promote active living in the station area. The following bicycle facilities will be used to create the bicycle network.

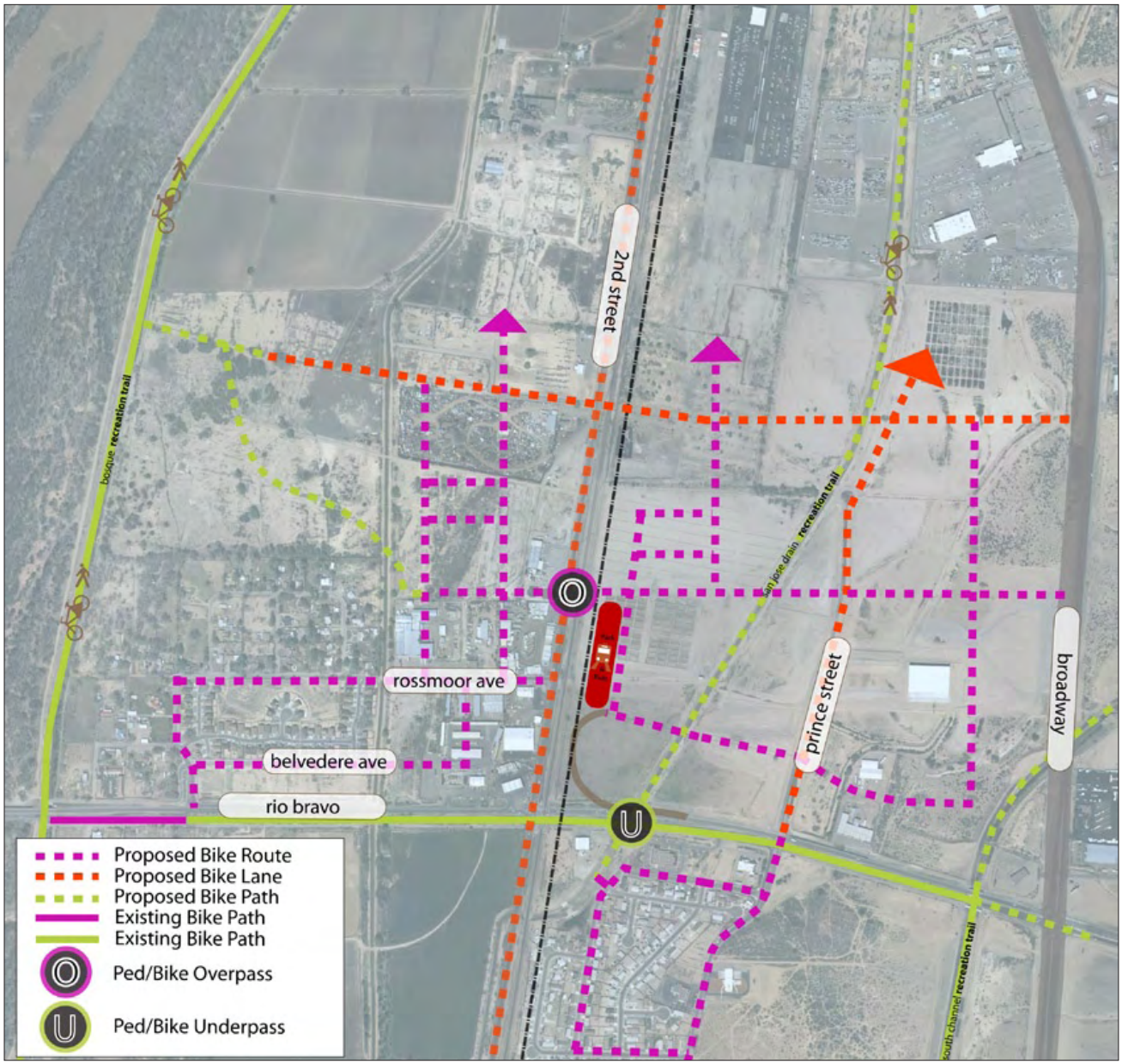
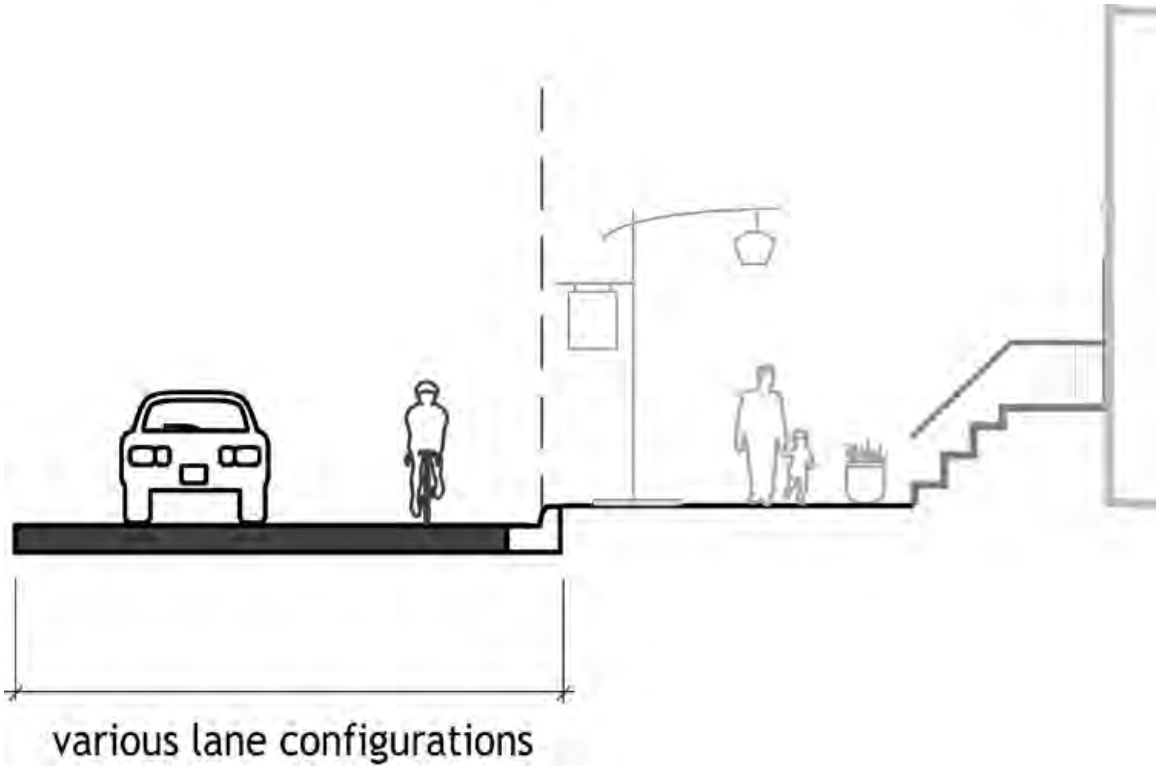


Figure 9: Recommended Bicycle Network

Bicycle Routes

Bicycle routes will accompany several existing and proposed local roadways. Bicycles and automobiles share the travel lane in mixed-flow manner on a bicycle route. A bicycle route offers the minimal level of protection for a bicyclist riding in a street. Therefore, bicycle routes are typically proposed along local streets that carry traffic volumes less than 5,000 ADT (Average Daily Traffic). Using these guidelines, bicycle routes were selected based on their ability to connect major destinations in the station area. The improvements inform drivers that bicyclists are using the corridor and provide critical directions to bicyclists navigating he routes. The routes should be published in bicycle maps of the area and the region. All bicycle routes will require instillation of signs and ground markings consistent with national standards (AASHTO).

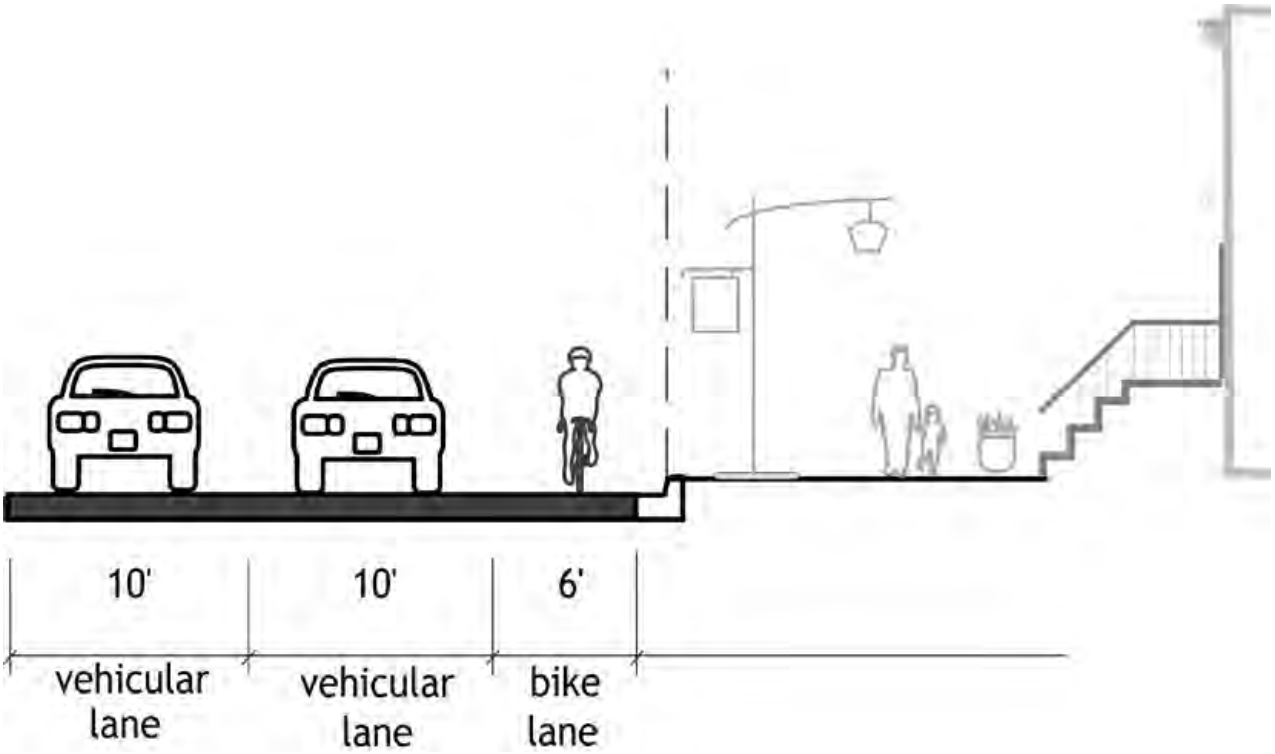
Bicycle routes can direct bicycles where to find safer, lower speed roads in which they can ride in mixed flow.



Bicycle lanes create designated space where cyclists know to ride and drivers know to expect them.

Bicycle Lanes

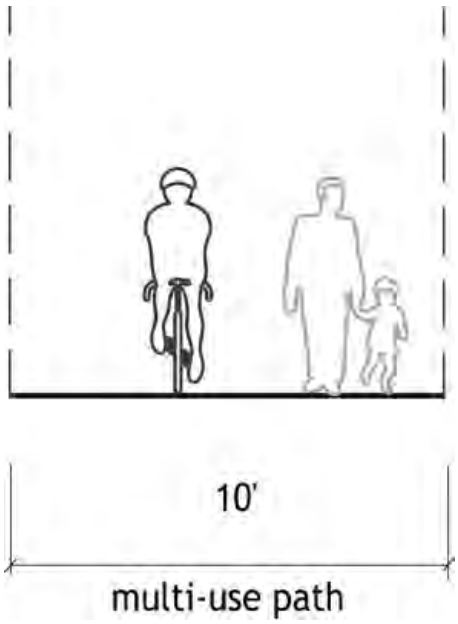
Bicycle lanes are dedicated travel lanes in the roadway for the exclusive use of bicycles. A bicycle lane is a fraction of the size of a typical motor vehicle travel lane. The lane provides adequate space for bicyclists to ride single file with the directional flow of traffic. Bicycle lanes are typically located at the outside edge of the travel lanes in both directions of travel. Bicycle lanes provide additional protection for bicyclists when traveling on streets with frequent intersections or traffic volumes above 5,000 ADT. Using these guidelines, bicycle lanes in the station area were identified. Second Street and the northernmost proposed roadway corridors were each selected, given their direct connection to destinations in the station area. In addition, the anticipated traffic increase in each corridor will make bicycling more difficult and dangerous if bicycle lanes are not present. Signage and ground markings should be installed based on national standards (AASHTO).



Multi-Use Paths

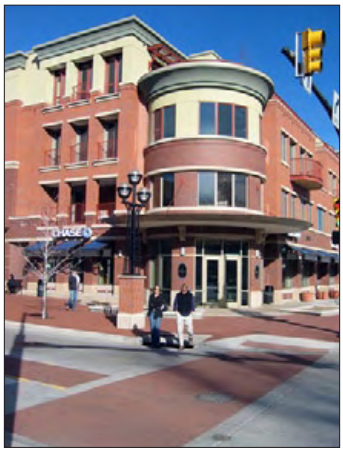
Multi-use paths are located outside of the curb-to-curb section of the roadway and are physically separated from motor vehicle traffic. Multi-use paths are common in many European cities and in the United States are typically found in corridors near watercourses, but are increasingly found near roadway corridors. Multi-use paths are different from sidewalks for several key reasons. Multi-use paths typically have a minimum design standard width of 10' to accommodate safe passing of multiple users and two-way bicycle travel. In areas where bicycle and pedestrian activity is expected to be high and right-of-way allows, multi-use path width can be increased to 12-14' wide. Any width less than 8' is unacceptable as a multi-use path. The other clear distinction between sidewalks and multi-use paths are user types. Multi-use paths safely accommodate high-speed users (bicyclists, in-line skaters, etc.) and lower speed users (walkers, runners, young children on bicycles, etc.). Any multi-use path constructed less than 8' wide would be a sidewalk, which would be acceptable only for lower speed users. Multi-use paths also provide a safe alternative to traveling in roadway corridors with traffic volumes above 5,000 ADT. Using these guidelines, streets in the station area that should include multi-use paths were identified.

Separate bicycle paths create a safer space for people to bike and walk, separate from traffic.



Land Use

To promote development that is consistent with the vision for the station area, changes from past development practices are encouraged. The district should have design standards that are applicable only to property owners that voluntarily apply and receive SD/MV-TOD zoning, for more pedestrian-oriented parking, landscaping, signage and building design to help create a pleasant and interesting environment for walking in neighborhoods and commercial areas. As well, incentives for mixed-income housing in new multi-family developments would allow low-income families to spend less on transportation by reducing auto-ownership costs while encouraging transit ridership.



A mix of land uses helps to create a district that is active throughout the day.

The land use guidelines and zoning are designed to create a place that is inviting to pedestrians.

Multi-family housing not only puts more people in walking distance to transit, but also brings more life and energy to a neighborhood.

Proposed standards for the area do the following:

- Encourage mixed-use development in the area directly influenced by the Rail Runner station, combining residential and commercial development to create activity throughout the day in order to support local businesses and keep streets safe and attractive. Allow mixed-use development in the areas adjacent to the station area.
- Require a maximum height of 40 feet to encourage two-story development but preserve an appropriate scale for the neighborhood feeling of the area.
- Set a 10-foot maximum front yard setback with required landscaping for all buildings to encourage a more walkable, interesting urban feel.
- Require parking to be screened and located to the side or rear, not in front of, buildings, and include landscape buffers to improve pedestrian comfort and neighborhood aesthetics.
- Orient building entrances to street frontages, rather than parking lots, to encourage people to walk, reflective of the area's pedestrian orientation.
- Provide landscape, setback, and buffering requirements throughout the area that are calibrated to improve the experience of walking in the station area.
- Prohibit or restrict certain automobile-oriented uses, such as motor vehicle sales, recreational vehicle storage, agricultural operations, car washes, and drive-through windows.
- Permit or conditionally permit transit-supportive uses such as multi-family apartments, hotels/motels and open air markets.
- Permit planned unit developments (PUDs) and adopt standards for pedestrian-oriented design.
- Allow higher-density housing, such as duplexes, patio homes, and multi-family apartments.

To codify these land use standards into policy, the Sector Development Zone regulations for the Mountain View Transit-Oriented Development Zone (SD/MV-TOD) will be an elective zoning designation available by application. This designation is available to parcels within the station area boundaries, as defined in Figure 10 Section V on Page 45 (below). Zoning language for the SD/MV-TOD elective zoning district is included in Section VI of this plan. Parcels included within the TOD area are authorized for a zone change and supported by the SD/MV-TOD plan but require approval by the Board of County Commissioners. Because the zoning is elective, property owners retain the right to develop or redevelop their property as currently zoned per adopted standards for that zoning designation.

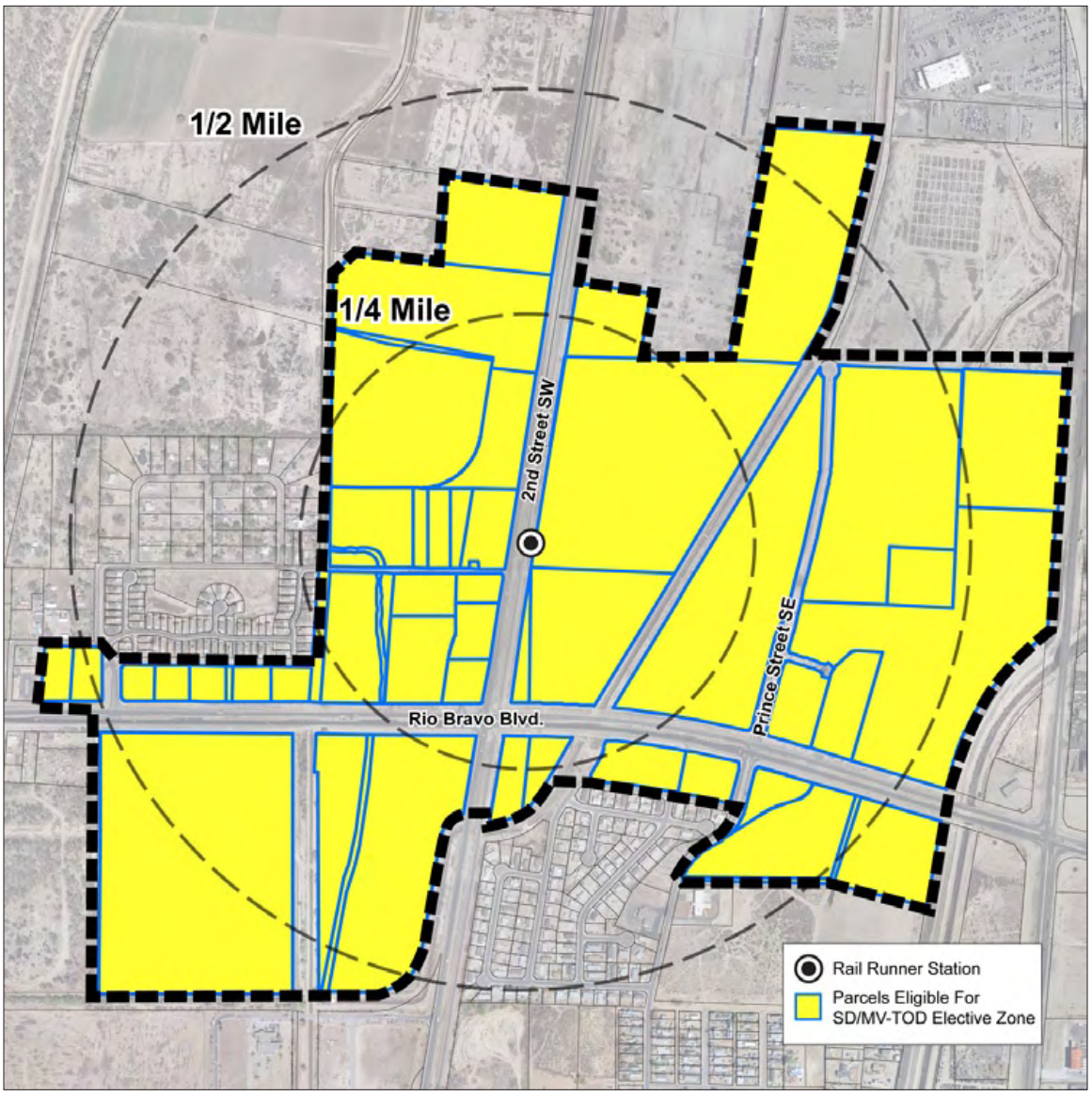


Figure 10: Parcels eligible for elective application of SD/MV-TOD zone

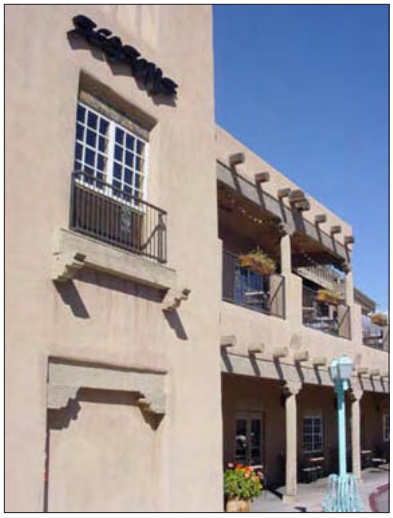
Design Standards and Guidelines

The following recommended design standards and guidelines reflect the TOD principles of creating interconnected, pedestrian- and bicycle-friendly streets, and compact and attractive human-scaled development.

Building Types

Figure 11 presents examples of architectural scale and style that are appropriate for residential and commercial development in the station area.

Site design and scale and style of buildings should generally reflect the context of the area, as described above, but can better foster a high level of activity and quality of design by adhering to the following guidelines.



Buildings should be articulated with consistent style and materials.

General Building Guidelines

- Street-facing commercial and mixed-use buildings should be at least 20 feet tall along the street-facing façade to encourage a minimum of two-stories or a continuous roofline where buildings are constructed as one story.
- Buildings should be allowed up to 60-feet tall, with the exception of buildings adjacent to zones outside the station area. To provide for a transition between adjacent development and the densities and form of the station area, the height of buildings adjacent to zones outside the station area should not exceed a plane drawn at a 45 degree angle from the horizontal from the ground level of land zoned A-1, A-2, R-1, M-H, or SD/MV-RT.
- Street-facing building facades should not have a section of blank wall exceeding 30 linear feet without being interrupted by a window or entry.
- Mixed Use development, with residential and non-residential uses combined in the same building or buildings, should be encouraged.
- Landscaped buffers between residential and commercial developments should not be required in the station area.
- All exterior walls of a building should be articulated with a consistent style and materials. In no case should any façade consist of unarticulated blank walls.

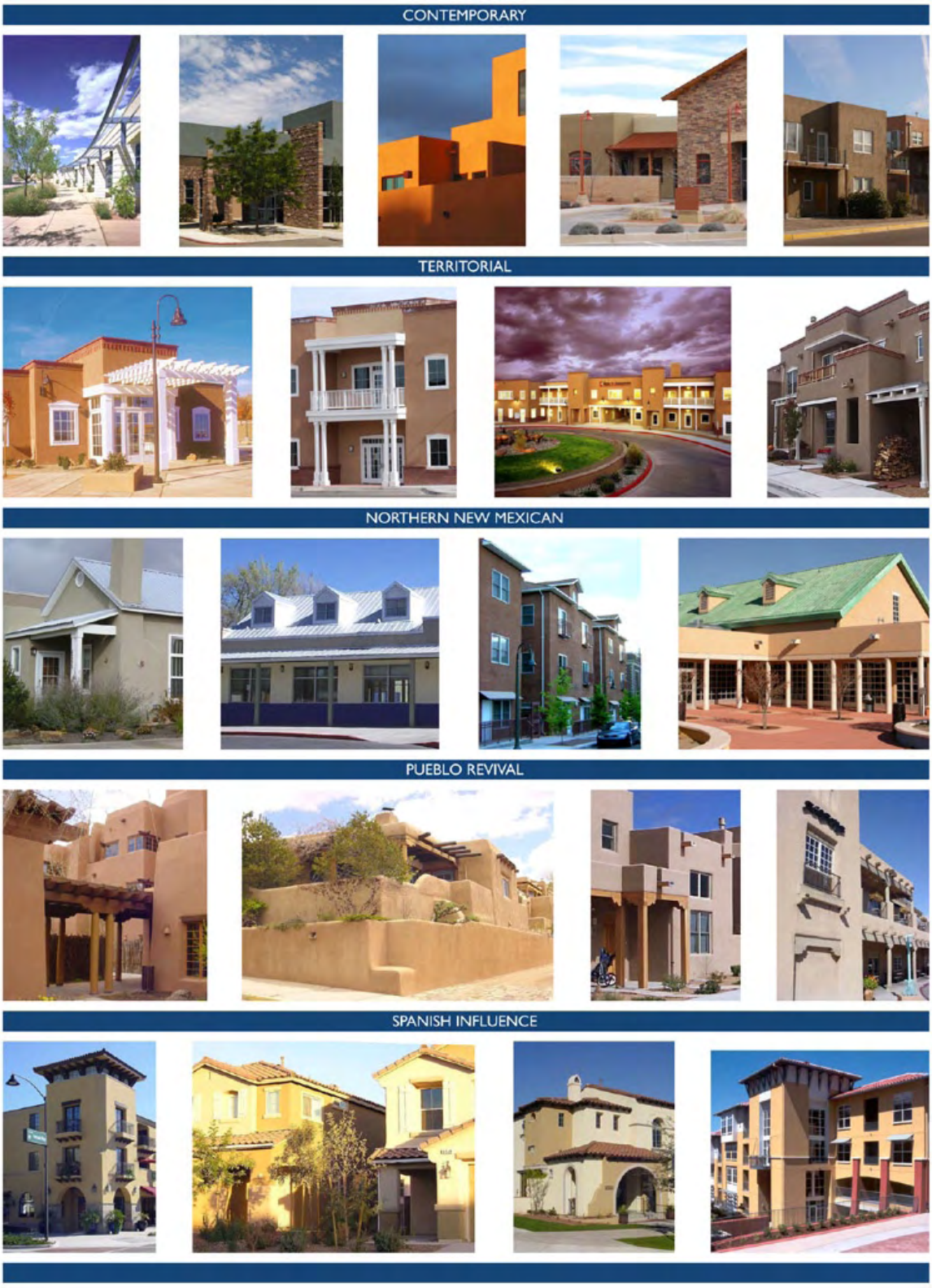


Figure 11: Architectural styles appropriate for South Valley area.

Arcades provide shade and a comfortable pedestrian-scale environment for sitting or strolling.

Primary building entries should be clearly expressed by building massing.

- Building facades should have design elements that are human-scaled in order to support the creation of a pedestrian-friendly environment. This is particularly important on the ground floor of commercial buildings where pedestrians have the most direct relationship to buildings. Effective elements include: building bays, towers, roof eaves, window proportions, arcades, awnings, verandahs, porches, and stoops.
- Arcades and recessed building entries should provide shade and enclosure that create comfortable human-scaled environments for pedestrians.
- To give buildings an authentic appearance, as opposed to a veneer-like quality, material changes should not occur at external corners. Rather, they should occur at interior corners or at a change in horizontal plane.

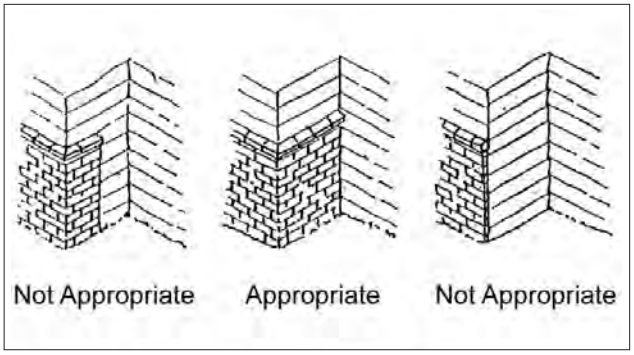


Illustration of material changes mid-face and at interior and exterior corners.

- The amount of reflective building materials should be limited or prohibited on development directly abutting a pedestrian way. Highly reflective material on building facades may help to keep interior temperatures down but can be extremely uncomfortable for pedestrians passing by.
- Shading elements, such as canopies, awnings, and arcades are encouraged over outdoor seating and over adjacent sidewalk areas to provide a more comfortable pedestrian realm in both high heat and rain.
- Primary entries should be clearly expressed by building massing, and recessed or framed by sheltering elements such as awnings, arcades, porches, or porticos. Secondary entries should be treated in a similar, but lesser manner.
- All mechanical equipment and meters should be located to minimize visual impacts from streets, sidewalks and other public spaces. Rooftop mechanical equipment should be screened from view within the overall form of the roof or behind a parapet.

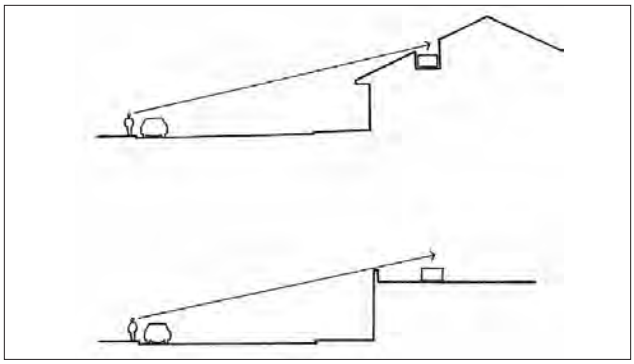


Illustration of rooftop mechanical equipment screened from view.

- Mechanical equipment should be screened from view by rooflines or parapets

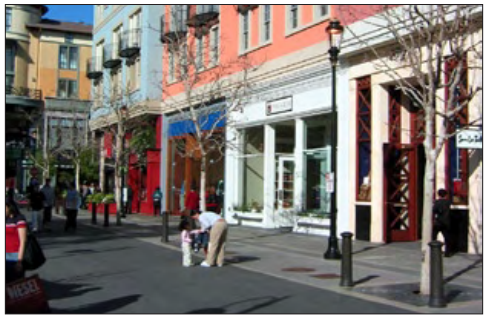
Recommended Setbacks

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

Front (Maximum)	Rear (Minimum)	Side (Minimum)
15 ft.	5 ft.	0 ft.

- Corner lots should have a maximum setback on the street side of ten feet in addition to the appropriate front setback.
- Attached dwellings should maintain a separation of no less than ten feet between structures (a structure may contain multiple dwellings).
- Patio homes should maintain a separation of no less than ten feet between structures.
- There should be no minimum required front-yard setback for structures with ground-floor commercial uses. Where a front yard setback is provided, it should be landscaped.
- Parking should not be permitted in front setbacks.

Reduced setbacks create a more interesting public realm.



Buildings with ground floor commercial uses should have no minimum setback.

Residential building entries should connect directly to the sidewalk, rather than to driveways.

Residential Buildings

- A maximum allowable density of 60 units per acre should be established, with density bonuses allowable for inclusion of affordable housing.
- Carports should not be allowed in the front yard setback within the station area. Similarly, garage entrances should not dominate the façade of residential buildings. For townhomes, garages should be accessed from the rear. For apartments, rear-accessed garages or interior parking lots are strongly encouraged.
- Accessory apartments should be allowed for residential properties with only one unit.
- Street-fronting side yards (yards on corner lots) and the design of the building façade should be similar in design and quality to a typical front yard of a home. These side yards are important to the character of residential areas because they are the most visible yards.
- Primary walkways should connect entrances to the sidewalk rather than to driveways.
- Centralized, drive-up mailboxes should be discouraged.
- Outdoor entrances to residential buildings should be clearly defined so that they provide a sense of transition between the public realm of the street and the private realm of the homes and so they are easy to find.
- Street frontages should be addressed by the more active rooms within a residence; avoid lining the street with garages and excessive driveways.
- Where multi-family residential units are set back less than 10 feet from a public right-of-way, first-floor units of multi-family residential buildings should be designed with additional measures to ensure privacy. At a minimum, windowsill heights should be raised above the eye level of a passing pedestrian. Elevated stoops and raising interior floor elevations above adjacent sidewalk grade are some measures that can be employed.
- Building fronts should contain public/semi private transitions such as stoops and open porches to create a friendlier streetscape where pedestrians can interact easily with their neighbors.

Porches, patios, and other semi-private frontages create a friendlier street environment than garage doors.

- Multi-family residential developments should include usable open space as follows:
  1. 15% of residential site area should be designated for common usable open space in such forms as patios, plazas, courtyards, or widened sidewalk areas;
  2. Usable open space should be a minimum of 8 feet wide;
  3. 15% usable open space should not be required if the property in question is within 1/4 mile walking distance of a designated park, plaza or usable open space that is accessible to the public.
  4. The total landscaped area required for each development shall equal not less than 15% of the portions of the site that are required for off-street parking or a parking lot.
  5. Usable open space in such forms as patios, plazas, and courtyards, which shall have a minimum landscape area of 15%.

Residential Courtyards

- All courtyard parcels should have one parcel line fronting onto a public street.
- All of the homes should have a porch and front door facing onto the courtyard garden or court, with the exception of the homes that front onto the public street, which shall have a "wrap-around" porch fronting onto the court and the street.
- The major focus of each courtyard development shall be the courtyard garden or court. The garden or court provides the transition from the public realm of the street to the private realm of the home and it is the gathering point for the residents of the courtyard.
- The courtyard garden should be rectilinear in shape to provide good visibility into and out of the court, and use land efficiently.
- At least 15% of any courtyard should be landscaped.

Courtyard units should front onto the courtyard garden or court.

Entrances should front onto the street, not to parking lots.

Prominent corner elements, such as towers or other decorative elements, should highlight main entrances.

Accessways between buildings can minimize walking distances on long blocks. It is important that these spaces be well designed and include lighting to provide a sense of safety.

Commercial and Civic Buildings

- Commercial buildings should have a maximum floor area ratio (FAR) of 2.0. This maximum FAR does not apply to mixed-use buildings that include commercial uses.
- Primary entrances should generally face pedestrian streets and public open spaces rather than parking lots in order to emphasize the primary importance of the pedestrian realm. Where a building is adjacent to a transit platform, transit station, transit street, or a major pedestrian accessway, at least one main building entry should be oriented to that space.
- Where commercial buildings meet residential uses, building height impacts on privacy and solar access should be mitigated by stepping down in height to meet adjacent residential buildings.
- At least 60 percent of the linear length of street-facing non-residential facades, on each story, should contain windows, doors, or arcades. Clerestory windows or other windows with sills more than four feet above the exterior grade do not count toward the 60% requirement.
- Special architectural features, such as bay windows, decorative roofs, and entry features should avoid projecting onto front setbacks and rights-of-way such that they dominate the sidewalk.
- Prominent features, such as towers, should be placed at street corners and/or highlight main entrances.
- The primary entry or entries for commercial establishments and the entrances to the second floor uses should be within the primary façade and should be accessible directly from a public street, park, or plaza.
- Articulation should provide interest and shade, and reduce the feeling of exposure for the pedestrian. Development directly abutting the street should provide additional shading with methods such as awnings and arcades.
- Paseos, or pedestrian pass-throughs, can minimize walking distances by allowing pedestrians access between buildings or lots. Accessways should be attractive spaces and places where pedestrians feel safe.
- Accessways should be as straight as possible to improve sightlines and security, and have a preferred width of 25'.
- Outdoor seating accommodations are strongly encouraged.

Fences and Walls

- Walls and fences used for screening purposes within the station area are not to exceed 6 feet in height, except for new electrical utility substation walls, which are allowed up to 12 feet. Trellises, arbors, and semi open structures are acceptable substitutions for solid walls if landscaping is used to enhance the visual buffer.
- Walls and fences buffering residential uses from non-residential uses should take on the character of the residential use.
- Chain link fencing should not be used.
- Walls should demonstrate a high level of architectural detail, articulation, and design and be constructed of durable materials.
- Walls and fences should be accompanied by a combination of trees, shrubs, groundcovers and climbing vines to soften their appearance.
- If a wall is used, vines or other landscaping should be used to soften the appearance of the wall from the street.

Landscaping should be used to visually buffer fences and walls.

A trellis or other visual screening can mitigate the negative impacts of surface parking on the pedestrian environment.

Parking should be located behind and beside buildings. Where possible, buildings should share parking and driveway entrances to minimize visual impact and conflict points with pedestrians.

Landscaping can visually reduce the scale of parking lots.

Surface Parking Lot Design

The design of parking within the station area is a key consideration in creating pedestrian-friendly places. In order for retail, employment, and residential uses to be successful in the market, adequate and convenient parking must be provided. However, the perception of auto dependency is fostered where the urban landscape is dominated by parking lots, and therefore their presence must be controlled and minimized.

- Where surface parking areas are visible from any street within the station area, there should be landscaping between the street and the parking with vegetation, planters, berms, or other elements. This landscaping should be a minimum of 10 feet wide, or a minimum of 6 feet wide with a minimum 4 foot high screen wall or trellis.
- Parking lots on adjoining properties should be interconnected whenever possible to allow pedestrians to link trips by parking their car in one lot and making several trips on foot, and to offer drivers more flexible parking choices.
- When businesses have staggered needs in terms of peak hour parking demand, they should be allowed and encouraged to share parking facilities to meet parking requirements. The Urban Land Institute has published a methodology for calculating shared parking demand.
- On-street parking should be allowed to be counted toward fulfilling parking requirements.
- Off-street surface parking should be located at the rear and sides of a building relative to its primary street frontage. Parking should not be permitted between a building and the street, with the exception of retail uses of over 50,000 square feet, which may be allowed to have parking between the building and the street provided that a minimum of 50% of the street frontage of the parcel is occupied by building frontage within the maximum front setback.
- Parking areas at the side of a building should have a limited street frontage, which should be screened from view from the public right-of-way.
- Parking areas over 150 stalls should be divided into smaller sub-areas by a building, internal landscaped street or shaded landscaped pedestrian way with trees.
- Loading areas should be separated from automobile parking and screened from view from the public right-of-way.

- Permeable paving should be used for parking stall surfaces to reduce surface run-off. Where possible, drainage should be directed to planting areas to maximize percolation.
- Parking lots should be well-lit to create a safe environment for persons going to and from their cars.
- Walkways running parallel to the parking rows (perpendicular to parked cars) should be provided for every four rows, and walkways running perpendicular to the parking rows (parallel to parked cars) should be no further than 20 parking stalls apart. Walkways should also be provided at the edges of parking lots.
- Well-maintained landscape elements such as trees, shrubs, groundcover, and landscape structures within a parking lot and along pedestrian pathways should be utilized to reduce the perceived size of the lot and create a more pleasant microclimate for pedestrians.
- All parking lots greater than 12 stalls (approximately one eighth of an acre or about 5,000 square feet) should provide a tree canopy that will cover 50% of the lot at the time of the trees' maturity, approximately 10 years. Tree canopy should count toward the requirement that 75% of landscape areas 36 square feet of greater be covered with living vegetation materials.
- Trees should be planted along the interior pedestrian paths to provide needed shade.
- Interior landscaping should comprise a minimum of 10% of the total parking area exclusive of the perimeter planting strip used for screening purposes.
- Each planted area should not be less than 25 square feet and drought-tolerant plants should be used to reduce watering needs.
- Landscaped parking islands may be the appropriate location for required storm drainage swales that facilitate natural infiltration. In such cases, landscaped area should be no less than 10 feet wide with the sides having a slope no greater than 1:4. Drain inlets should be placed accordingly within these swales and elsewhere in the parking area to eliminate pooling.

Permeable paving materials reduce surface runoff and treat many pollutants associated with parking lots.

Lighted pedestrian pathways should be provided through parking lots.

Parks should be fronted by active streets and buildings.

Park and Plaza Design

Parks and plazas are an important element of public space within all communities. They are the gathering places that allow for leisure and recreational activities as part of public life. They are an important amenity and provide opportunities to meet friends, neighbors and co-workers. The proposed park to the east of the station as well as any plazas in the station area and open space within residential development should reflect the following guidelines.

- Parks and plazas should not be an afterthought in the design process. Public gathering spaces should be integral to the design process as they should become the main focus around which civic life revolves.
- Parks and plazas should be fronted by public streets, pedestrian accessways, and/or active building frontages and entries. Surface parking should not front directly onto a public park or plaza.
- Circulation within parks and plazas should support direct connections into the park from the surrounding neighborhoods, commercial areas, and near-by semi-private courtyards.
- In no case should a fence prohibit access into the park, although fences may be installed around children's play areas for security and control.
- Activities should be visible from the surrounding area to improve security. Example uses for enlivening parks and plazas include chessboards, stages and amphitheaters, vendor carts, children's play areas, and fountains.
- Seating should be arranged to allow the user maximum choice depending on the desired level of privacy and visibility, sun or shade, and proximity to activity.
- At least 25% of a plaza should be composed of planted landscape areas (planters, planting beds, etc.). At least 50% of the entire open space should have a tree canopy after ten years of installation. This helps to make a comfortable gathering place and a relaxing environment.

Plazas should include landscaping and usable space for people to sit together or alone.

Signage

The size and nature of signage plays an important role in communicating the intended audience of an area. Large signs reflect a higher speed auto-oriented scale, while smaller signs with a higher degree of detail communicate a sense of welcome and interest to pedestrians.

- Freestanding signs should be limited to 10 feet in height and designed as monument signs with an enclosed base.
- The outer edge of a wall sign should be allowed to protrude up to one foot over the property line into the public right-of-way, provided the bottom edge of the sign is eight feet or more above the curb or sidewalk grade.
- Not more than one sign should be permitted for any one premises with street frontage of 50 feet or less.
- The total area of any one sign face should not exceed 32 square feet. The total aggregate of all faces of signs or combination of signs allowed for the property on which the use is located should not exceed 130 square feet of sign area. Business fronting on more than one street should be allowed additional square footage of sign area to the extent of 50 percent of that allowed for its main street frontage.
- Illuminated signs, including illuminated clocks, thermometers, and illuminated signs within a building, should be so located as to not shine directly into adjacent residential property.
- One awning valence sign per street level business façade, not exceeding 50% of the awning valence area and centered on the awning valence, should be permitted. No additional lighting for the awning valence should be permitted.
- One shingle or suspended sign per street level business with a maximum of four square feet of sign area should be allowed. Shingle and suspended signs should be of wood or material simulating wood, suspended from the underside of a pedestrian canopy or awning directly adjacent to the business identified on the sign. Shingle and suspended signs should be oriented perpendicular to the adjacent wall of the building being identified and attached in a manner that prevents swinging.

An example of discouraged signage – repetitious, sized for vehicular traffic, and detracting from the pedestrian experience.

Smaller, attractive, pedestrian-oriented signage attracts pedestrians and creates more memorable places.

Where possible, signage for multiple businesses should be combined.

- Two street-level window signs should be permitted per street level business per building façade located on or adjacent to the inner window surface and directly facing a street. Signs should not exceed 15% of the window area or nine square feet, whichever is smaller.
- A maximum of one window sign per upper floor business per building façade should be allowed, with each window sing not to exceed 15 square feet each and not directly illuminated. Colors should match or complement the street level display window sign of the same building.
- Flashing, blinking, or revolving signs and signs with audible devices should be prohibited.

Affordable Housing

It is important that the affordability and economic diversity of the South Valley be maintained while drawing new growth into the area. While new transit amenities mean a variety of benefits to all users, especially those who can save a substantial part of their income by relying on a car less or not at all, such investments can increase the demand for housing and the resulting cost of living in an area. To ensure that diversity is maintained and that the local workforce always has a place to live in the South Valley, affordable housing incentives should be created for new development in the Rail Runner station area. A potential approach to creating opportunities for affordable housing in the Station Area is included as part of the zoning language in Section VI.

Public Space and Parks

The addition of parks and open space to the station area will be a fundamental part of its transformation from an industrial outskirt of Albuquerque to an attractive neighborhood and destination in its own right. The most significant park in the station area will be the greenway along the San Jose Drain that links some of the larger parks in the station area and potentially will connect to a larger greenway network beyond the station area in the future. This greenway and the adjoining amenities within the public right of way will likely be developed and maintained by Bernalillo County Public Works and Parks and Recreation departments. Smaller open spaces should be provided as part of larger-scale new developments and in the center of larger residential areas. Small green spaces and plazas for public gathering and outdoor seating for cafes and restaurants will also contribute to the variety of usable open space and the pedestrian-oriented nature of the station area. Such green spaces should be developed as part of new development and redevelopment projects, and will likely be maintained by the developers or area commercial or residential groups as appropriate.

The string of parks between Prince Street and the San Jose drain will be landscaped open space, integrated with the greenway along the drain, that will be lower than surrounding areas to serve as stormwater detention facilities during large rain events. Similarly, a five to six acre open space, large enough for multiple playing fields, to the southwest of the intersection of Second Street and Rio Bravo Boulevard would be accessible from the proposed expansion area on the south side of Second Street. These parks would be flooded for up to 24 hours immediately following heavy rains, but would be available for use through most of the year. The playing fields area would likely be maintained by the Bernalillo County Department of Parks and Recreation. For more detail on the proposed drainage plan, see the discussion of utilities later in this section.

The existing drainage ways and associated open space are currently underutilized, but have the opportunity to be turned into attractive and usable park space.

Land Use Concept

Based on the results of the community outreach process and the market study, the planning team created a development concept for the long-term build-out of the station area. The concept illustrates one potential way that the opportunity sites could be developed to further the TOD goals of the South Valley and the vision for the station area. However, other configurations, potentially involving more intensive development, could likely be realized as well. Whatever the composition and intensity of the ultimate area build-out, the goal should be the creation of a mix of retail, residential, and employment uses, each diverse in their own right and in close proximity to each other, that will foster a vibrant mixed use district around the Rail Runner Express station.

The land use concept envisions a mixed-use environment, with residential flats or offices above ground-level retail in the center, and shared parking for commuters and shoppers to foster business and vitality in the station area around-the-clock. Many new streets, pedestrian connections, and trails better link residents to the station, surrounding retail, and new workplaces.

The concept includes 60,000 square feet of new retail around the rail station, with a focus on convenient services for commuters, area residents, and district employees. The initial amount of employment development, including space for light industrial, flex, research and development, and office space, would likely be about 45 acres, with about ten of those acres specifically for office uses. Roughly 70 additional acres would be available for the long-term development of employment uses. Roughly 90 acres of residential district would be located predominantly to the north and northwest of the station and within ¼ mile, or a roughly five-minute walk, of the station. Higher-density and multi-family residential types would be located closer to the station, and could transition to townhomes and small lot single-family types in locations adjacent to existing residential uses, still reflecting more transit-supportive densities but with a more traditional single-family neighborhood feel. New streets within the neighborhoods would decrease block sizes to make the residential areas more comfortable and more easily walkable, and provide easy access to the small neighborhood parks scattered throughout the plans.

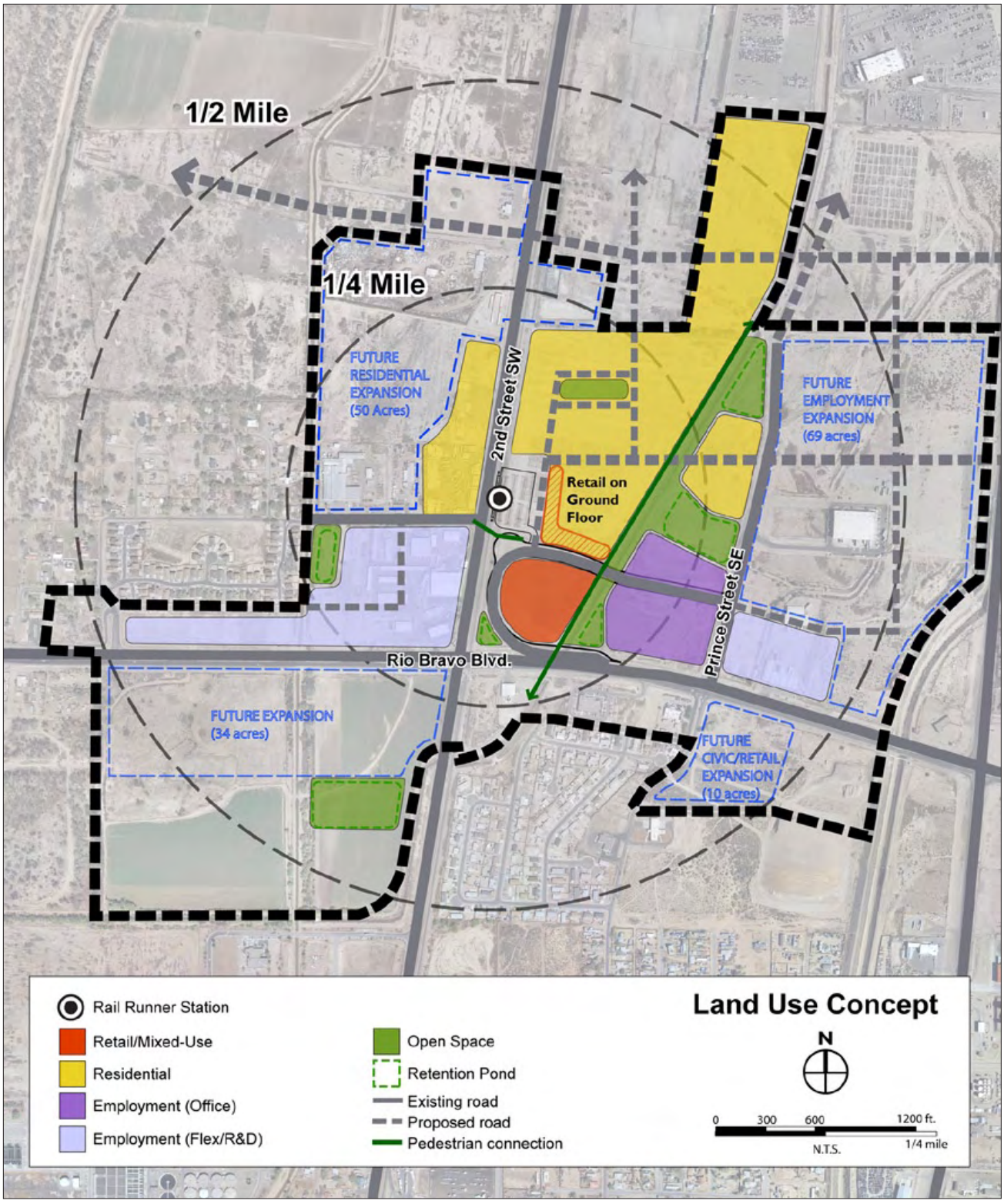


Figure 12: The land use concept includes a mix of housing, community-serving retail, employment areas and civic space.

In addition to the neighborhood parks throughout the residential areas of the district, an open space corridor running through the station area along the San Jose Drain connects to the regional greenway network. The drainage to the southeast of the station will be improved with a green buffer and trails, providing a space for active recreation, like jogging or cycling. This greenway will also branch into 2-4 acre parks that serve as larger open spaces within the station area.

A potential alternative land use concept could include a more ambitious retail component involving the creation of a regionally significant retail destination with more cafes, restaurants and specialty retail, driven by the presence of the station and employment, but also by a major entertainment destination, such as a movie theater. In such a scenario, in addition to more retail provided around the station itself, some of the land along Rio Bravo designated for employment expansion in the land use concept shown could be used for the provision of retail space and the entertainment destination.

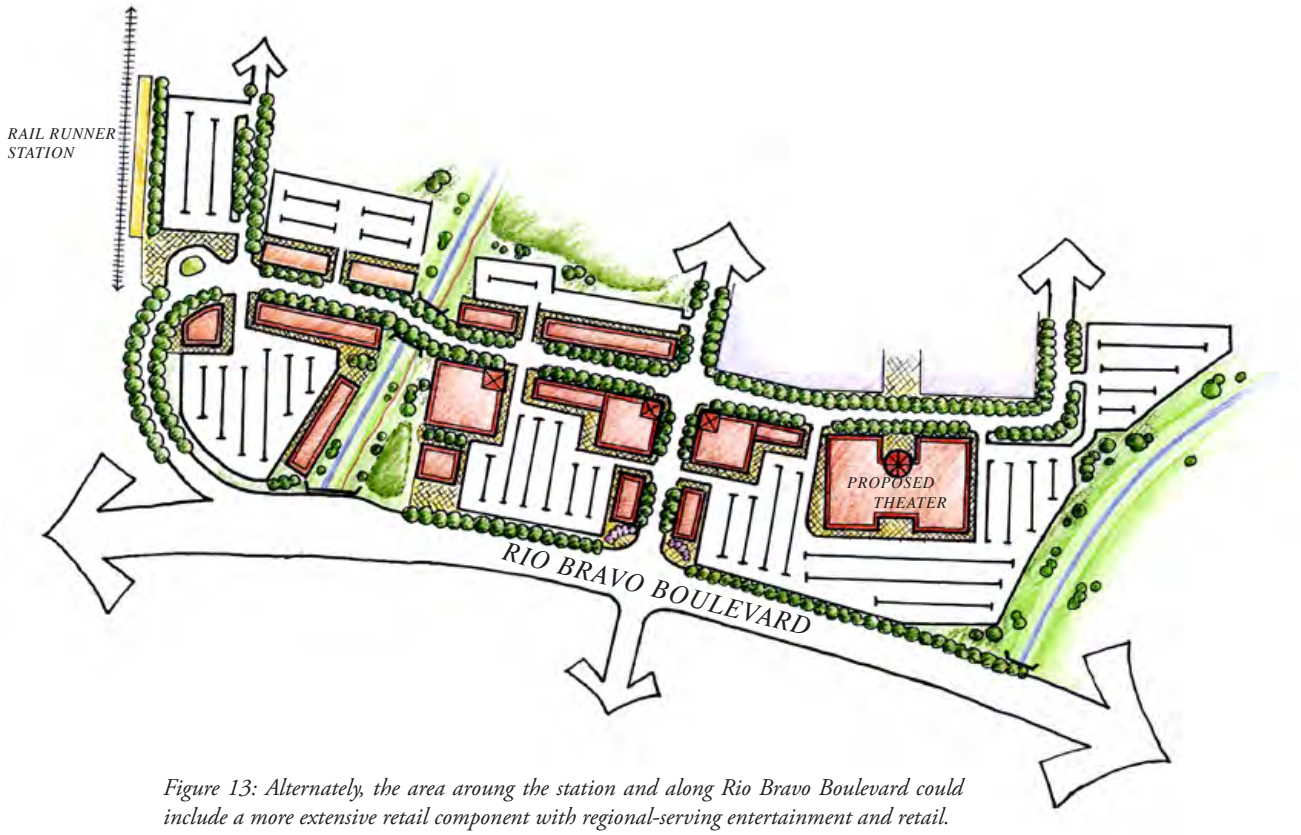


Figure 13: Alternately, the area aroung the station and along Rio Bravo Boulevard could include a more extensive retail component with regional-serving entertainment and retail.

Utilities

Stormwater Drainage

Because the station area lies within the 100-year floodplain, stormwater issues must be addressed to minimize the risk of flooding. Stormwater in the station area is addressed by two separate plans, one existing and one proposed. To the east of the San Jose drain, stormwater is diverted to a series of detention facilities between the drain and Prince Street SE to the north of Rio Bravo Boulevard. Facilities for this drainage area are detailed in the 2002 document 'Drainage Master Plan for the Schwartzman Industrial Center' prepared by Isacson and Arfman, and are already in place. For areas to the west of the San Jose drain, a proposed drainage plan, with the intention of creating a TOD-supportive approach, has been developed.

Stormwater ponding areas can be designed for use as playing fields between rainy times.

In order to maximize the potential buildable densities in the station area, provide the most flexibility to future developers, and increase land values, the plan aims to consolidate stormwater detention into as few facilities as possible, as opposed to many on-site facilities. In the proposed plan, stormwater that falls on areas west of the San Jose drain is diverted to a five to six-acre detention pond to the southwest of the intersection of Second Street and Rio Bravo Boulevard. This pond would be sized to accommodate the 10-day, 100-year storm event, as required to minimize risk of flooding in this area. Due to topography between the proposed detention facility location and the Rio Grande outfall, a pump station and force main would be required to clear the stormwater away from the station area.

In addition to maximizing the potential for compact development, this approach also supports station area goals by creating a substantial sized open space that will provide active recreation opportunities through most of the year when the facility is not flooded.

Electrical Transmission Facilities

The station area includes five existing overhead high-voltage electric transmission lines and associated easements show in Figure 14 which encumber a large portion of the Plan area. These transmission facilities are an important part of the existing infrastructure in the area and are identified as protected transmission corridors in the Rank II Plan approved by Bernalillo County, Facility Plan: Electric Service Transmission Facilities (2005 – 2015). These facilities and easements are protected because of their strategic location and the need to safeguard present and future electrical service.

The following guidelines should be followed when locating adjacent to major utility infrastructure:

- Locating residential uses near public utility facilities is discouraged.
- Relocation or undergrounding of any of the existing high-voltage electric transmission lines in the Plan area would require the agreement of PNM and be at the expense of the developer.
- Future uses sharing PNM's existing utility easement will require coordination and prior approval from PNM.
- Where buildings are located near utility facilities, projections such as, portals, stoops, shop fronts and projecting signs in existing and proposed utility easements should be sited to comply with necessary clearances and to avoid conflicts with utility infrastructure. Projections such as these adjacent to overhead utilities should be carefully sited in order to avoid interference. Coordination with PNM is recommended.
- Screening and vegetation surrounding ground mounted transformers and utility pads should allow 10 feet clearance for access and to ensure the safety of work crews and the public during maintenance and repair. It will be necessary to coordinate with all utility companies to allow for adequate width, clearance and appropriate location for PUEs and utility rights-of-way.

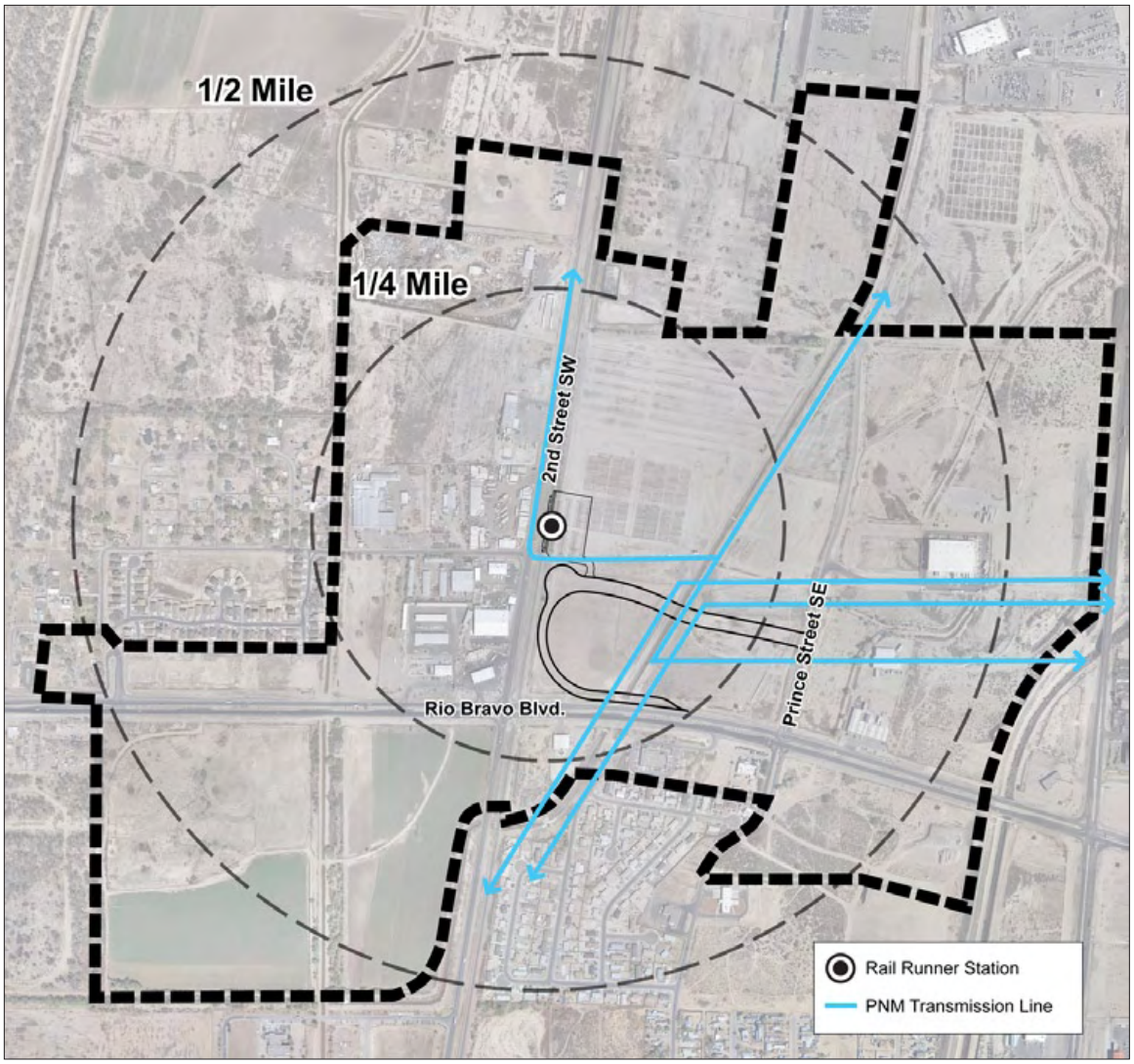


Figure 14: Existing PNM electrical transmission lines.

Natural Gas Transmission Facilities

New Mexico Gas Company (NMGCO) has an existing 16-inch natural gas transmission pipeline that runs parallel to Highway 500 (Rio Bravo Blvd), which is in a private easement as shown in Figure 15, below. This transmission line is an important part of the existing infrastructure in this area, which provides service to the City of Albuquerque, the South Valley area, Mesa Del Sol development and the Cobrisa Power Plant.

Relocation of the 16-inch pipeline in the plan area would require an agreement with NMGCO and would be at the expense of the developer. Another resolution would be to enter in to an encroachment agreement with NMGCO to utilize the existing 50-foot easement as open space corridor in the plan area with some restrictions on allowable changes to the easement.

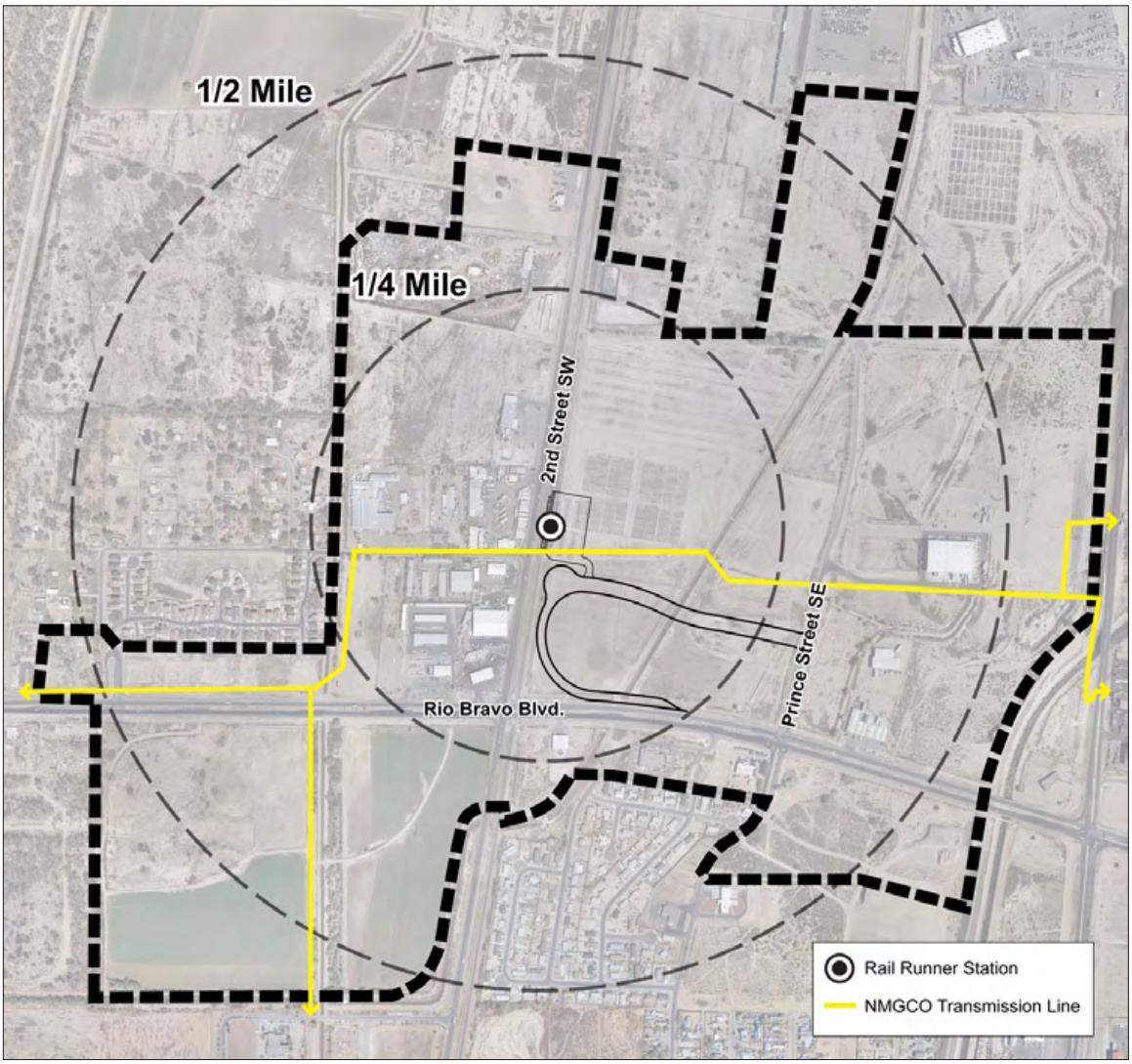


Figure 15: NMGCO Gas Transmission Pipelines

VI. SD/MV-TOD Transit-Oriented Development Zone

The SD/MV-TOD zoning designation is hereby adopted as part of this Plan. The purpose of Sector Development (SD) zones is to allow a mixture of uses controlled by a Sector Development Plan which specifies new development and redevelopment that is appropriate to a given neighborhood, when other zones are inadequate to address special needs. For zoning purposes, this Station Area Plan acts as a Sector Development Plan. The Sector Development Mountain View Transit-Oriented Development Zone (SD/MV-TOD) designation shall be made available to parcels within the station area boundaries as defined in Section II on Page 9 and shown in Figure 16, overleaf. The boundaries of availability for each SD/MV-TOD parcel, if subsequently applied for by property owners, shall be defined by Figure 16, page 68. These parcels are authorized for a zone change supported by this plan. Application for SD/MV-TOD rezoning will be submitted on a voluntary basis by applicants in the designated area and require approval by the Board of County Commissioners.

A. The regulations set forth in this section, or set forth elsewhere in this ordinance, when referred to in this section are the regulations in the Sector Development Mountain View Transit Oriented Development Zone. The purpose of this zone is to provide higher density residential and mixed-use development with retail and employment in a pedestrian-oriented area and with ready access to commuter rail and other transit amenities. The regulations in this zone provide for the health, safety and welfare of residents, employees, and users of the transit facilities provided in the area.

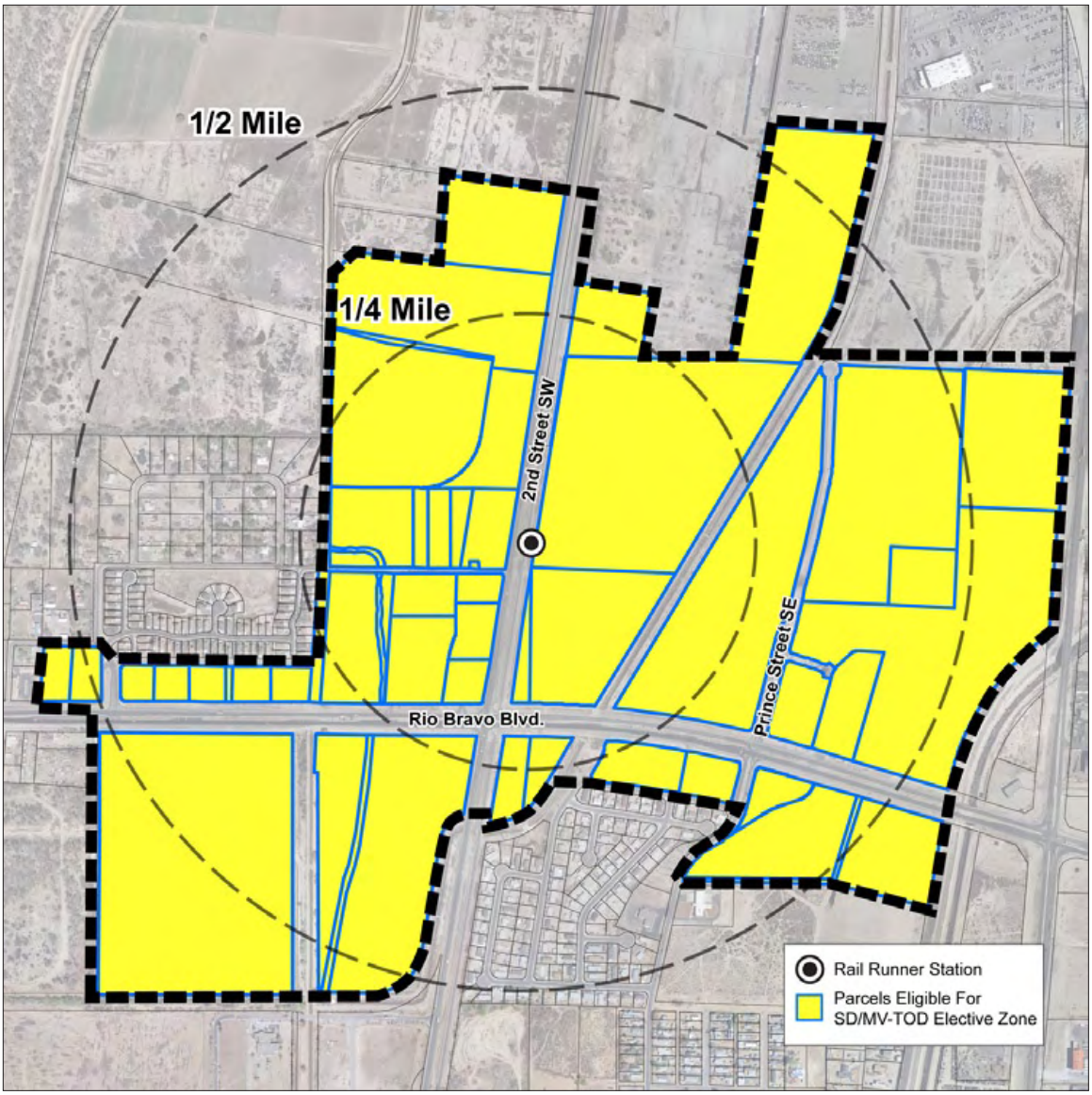


Figure 16: Parcels eligible for elective application of SD/MV-TOD zone

B. Use Regulations:

1. **Prohibited Uses.** The following uses are prohibited in this zone:
    1. The open storage of inoperative vehicles, vehicles for sale, or auto parts;
    2. The open storage of trash or junk;
    3. The open storage of large appliances;
    4. Sign, off premises;
    5. Blinking, flashing or revolving signs.
    6. Any use not designated as permissive use, or conditional use in this zone, unless otherwise authorized by this Code; or
    7. Any use not recognized as customarily incidental to a permitted use in this zone.

2. **Permissive Uses:**
    1. Apartments and condominiums.
    2. Banking and lending money.
    3. Beauty and barber shop.
    4. Church, including the usual incidental facilities, mission (rescue), or revival meeting place.
    5. Community Center.
    6. Day care facilities.
    7. Delivery service.
    8. Drugstore.
    9. Dry cleaning, laundry, clothes pressing, provided:
        (a) Only nonflammable or noncombustible materials are used in the cleaning process.
        (b) The number of persons employed in the establishment is limited to three, excluding pressers, office, clerical, or delivery personnel.
        (c) That portion of the structure in which any cleaning process is done is at least 50 feet from A-1, A-2, R-1, R-2, or M-H zone.
    10. Health gymnasiums/day spa.
    11. Home occupation.
    12. Hotel and motel lodging, including bed and breakfast inn.
    13. Interior decorating.
    14. Laundromat.
    15. Medical clinic.
    16. Mixed use development with residential and nonresidential uses combined in the same building or buildings, including but not limited to where the owner or tenant is both living and working on the premises. The nonresidential uses are limited to those allowed as permissive or conditional in the SD/MV-TOD zone, plus incidental activities.
    17. Noncommercial library, museum, and art gallery.
    18. Office.
    19. Park.
    20. Parking incidental to uses permitted in this zone, provided all vehicles which are not parked inside a building are operative and are not wholly or partially dismantled.
    21. Public utility structure (such as a transformer, switching, pumping, or similar technical installation) essential to the operation of a public utility.
    22. Commercial parking structures with a non-parking use at ground level.
    23. Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided it is not listed as a conditional use in this zone, and with the following limitations:
        (a) Arts and crafts objects retail sales, supplies plus their incidental creation, provided there is little or no reproduction of substantially identical objects.

(b) Auto parts and supply retail sales.
(c) Bakery goods shop or confectionery store wherein a majority of the products are sold on the premises and at retail costs.
(d) Bicycle and motorized bicycle (moped) sales and rental, provided that outdoor display is permitted only 50 feet or more from any residential zone.
(e) Books, magazines, newspapers, stationery for retail sales, but not an adult bookstore.
(f) Clothing, shoes, drygoods for retail sales.
(g) Cosmetics, notions, hobby supplies for retail sales.
(h) Flowers and plants, including minor and incidental outdoor sales.
(i) Grocery fruit, vegetable or delicatessen store, meat market up to a maximum 50,000 square feet gross leasable area.
(j) Hardware store up to a maximum 50,000 square feet gross leasable area.
(k) Jewelry.
(l) Musical instruments and supplies.
(m) Package Liquor Store.
(n) Paint store.
(o) Pet shop and/or pet grooming, provided there are no outside pens.
(p) Photographic equipment.
(q) Sporting goods.
(r) Tailoring, dressmaking.

24. Restaurant provided:
    (a) There shall be no drive-in restaurant; and
    (b) Alcoholic drink may be sold only under a restaurant license for sale of beer and wine, as provided by NMSA 1978, § 60-6A-4.
25. Shoe repair shop, shoeshine stand.
26. Sign, on-premises provided the requirements of section G are met.
27. Small animal clinic.
28. Stand for the sale of fruit, vegetables, or nursery stock.
29. Townhomes
30. Concealed Wireless Telecommunications Facility, provided that it satisfies the requirements of Section 22.5 of the Bernalillo County Zoning Ordinance.
31. Amateur Radio Antenna/Tower up to 65 feet as measured from grade.

3. **Conditional Uses.** The following uses may be permitted, if approved by the Zoning Administrator, in accordance with the procedures and under the conditions set out in the Administration Section of this ordinance with additional requirements deemed necessary to safeguard the best interest of the adjoining property, neighborhood and community.
    1. Fast food restaurant provided:
        (a) The building reflects unique (non-franchise) architectural style; and,
        (b) Drive-through facilities are not included.
    2. Grocery or hardware stores over 50,000 square feet.
    3. Entertainment retail facility including but not limited to cinema, family entertainment complex, bowling alley, fitness club, or other entertainment destination.
    4. Light industrial uses, limited to those allowed as permissive or conditional in the C-LI zone plus incidental activities.

4. **Required Uses:** A minimum one half-acre public park or plaza is required as part of any new development greater than 20 acres in gross area.

C. Height Regulations.

1. Minimum – Street-facing buildings must be at least 20 feet high along the street-facing façade. Minimum building height is measured relative to the finished grade, and is measured to the highest point of the roof, excluding minor lengths of parapets, cupolas, or other discontinuous projecting features. Continuous parapets or false fronts and peaked or sloped roofs qualify towards meeting the minimum height.

2. Maximum – The maximum allowable building height is 60 feet, measured at the tallest part of the building. Minor projections and special architectural features such as clock towers, bell towers, cupolas, and ornamental portions of parapet walls may extend up to 10 feet above the maximum building height, provided they are no mare than 30 feet in width and make up no more than one third of the length of the building's façade.

3. Structures may exceed 26 feet in height, but any portion of a structure that exceeds 26 feet in height may not exceed a plane drawn at a 45 degree angle from the horizontal from the ground level of land zoned A-1, A-2, R-1, or M-H. This restriction shall not apply to structures adjacent to residential development within the SD/MV-TOD zone.

D. Area Regulations

1. Front Yard. Except as provided in the Supplementary Height and Area Regulations section of the Bernalillo County Zoning Code, there is no minimum required front-yard setback. If a front yard is provided, it not exceed 15 feet in depth and shall be landscaped in accordance with section F.

2. Side Yard. There is no required side-yard setback.

3. Rear Yard. There shall be a rear yard of not less than 5 feet.

4. Off-Street Parking and Loading and Unloading Spaces.

    1. Non-residential uses: per the Bernalillo County Zoning Code, with the following exceptions:
        (a) Reductions for transit proximity per the Albuquerque/Bernalillo County Comprehensive Plan Table II-83, which provides for 10% mandatory and up to 25% encouraged reduction and encourages shared parking in Major Transit areas, which shall be applied to all areas within the SD/MV-TOD zone.
        (b) In cases where uses located within 1,320 feet of a parking facility can reasonably share parking spaces, such as when businesses have staggered needs according to peak times, such sharing is permitted. The Urban Land Institute's Shared Parking methodology, or another method acceptable to the Planning Director, shall be used to calculate the percentage of spaces occupied at different times of day for each use.[1]
        (c) 100% of on-street parking along the perimeter of the parcel may be counted toward the off-street parking requirement of adjacent buildings on the street side abutting the uses.
        (d) Off-street surface parking shall be located at the rear and sides of a building relative to its primary street frontage. Parking is not permitted between a building and the street, with the exception of retail uses of over 80,000 square feet, which may have parking between the building and the street provided that a minimum of 50% of the street frontage of the parcel is occupied by building frontage within the maximum front setback.

[1] Smith, Mary S. et al. *Shared Parking* (second edition). Washington DC: Urban Land Institute, 2005.

(e) Parking areas at the side of a building shall have a street frontage of not more than 120 lineal feet, and such frontage shall be screened from view from the public right-of-way in accordance with Section F.2.a of this section.
(f) No single parking area shall exceed 150 spaces unless divided into smaller sub-areas by a building, internal landscaped street or shaded landscaped pedestrian way with trees planted a maximum of 30 feet on center.
(g) Loading areas shall be separated from automobile parking. Loading areas shall be screened from view from the public right-of-way.
(h) Where practical, water harvesting areas for surface runoff shall be provided in parking lots.
(i) Where multiple exceptions or reductions apply, the greater of the two reductions shall prevail.

2. Residential uses:
   (a) 2 spaces for units with 3 or more bedrooms, 1.5 spaces for units with 2 bedrooms, 1 space for units with one bedroom or studio units.
   (b) 100% of on-street parking along the perimeter of the parcel may be counted toward the off-street parking requirement of adjacent buildings on the street side abutting the uses.
   (c) For townhomes the garage shall be accessed from the rear.
   (d) For apartments, garages shall not make up more than 33% of any street-facing façade, and rear-accessed garages or interior parking lots are encouraged.
   (e) If parking is provided within the building footprint, the first floor of the residential units shall not occur more than four feet above the finished grade level. Parking may need to be lowered partially or completely below grade. Finished grades of front entrances may be raised by up to four feet to accommodate this arrangement. These parking areas shall not be visible from the street.

3. Mixed-use developments:
   (a) For mixed-use buildings and developments, the number of spaces required shall be equal to the sum of the requirements of the various uses computed separately, with reductions for shared parking between the residential and non-residential uses and additional reductions as detailed under D.4.1.

4. Bicycle parking.
   (a) Bicycle parking must be provided in easily-accessible locations from the street.
   (b) One bicycle space shall be provided for every 10 automobile parking spaces.
   (c) Bicycle parking must be visible from storefronts or office building front doors in order to improve security for parked bicycles.

5. Density. Every building hereafter erected or structurally altered for dwelling purposes must comply with the following density requirements:

   1. Maximum site FAR: 2.0

   2. Maximum site density: 60 du/acre.

   3. Mixed-use buildings shall comply with the maximum site density, but are not limited by the maximum site FAR.

6. Community Water and Sewer Facilities. All development in the TOD zone shall be served by community water and sewer facilities.

7. Useable Open Space.

    1. 15% of the site area of buildings that include residential uses shall be designated for usable open space in such forms as patios, plazas, courtyards, or widened sidewalk areas.

    2. Usable open space must be a minimum of 8 feet wide.

    3. 15% usable open space is not required if the property in question is within 1/6 mile walking distance of a designated park, plaza or usable open space that is accessible to the public. The walking distance should be measured along streets with sidewalks or other public rights-of-way that are safe and comfortable routes for pedestrians.

E. Building Orientation and Access Regulations

1. Entry Location and Treatment.

    1. Building entrances shall be oriented to the primary street frontage. No development shall be permitted to place or orient buildings on a lot in such a way so as to treat the primary street frontages as a rear/side lot line.

    2. If a building is adjacent to the transit platform, transit station, a transit street, or a major pedestrian accessway, at least one main building entry shall be oriented to the adjacent transit platform, transit station, transit street and/or major pedestrian accessway. A pedestrian way shall be provided from the building entry to the transit platform, transit station, transit street, or major pedestrian accessway.

2. Building Massing. Building massing shall highlight the location of building entries. Primary pedestrian entries shall be clearly expressed.

F. Landscape and Buffer Landscaping.

1. Landscape Area Requirements. In order to encourage density, there are no minimum landscape area requirements for this district, except for:

    1. The total landscaped area required for each development shall equal not less than 15% of the portions of the site that are required for off-street parking or a parking lot.

    2. Usable open space in such forms as patios, plazas, and courtyards, which shall have a minimum landscape area of 15%.

2. Standard Landscape Buffers.

    1. Front Landscape Buffer. Where parking areas front on the primary street right of way, a minimum landscape strip of ten feet, or a six-foot landscaped area with a 4 foot high screen wall, shall be maintained between the parking area and the street regardless of site size.

    2. Side/Rear Landscape Buffer. A minimum landscaped strip of 6 feet shall be maintained between parking areas and adjacent lots, regardless of site size.

    3. Special Buffer Landscaping/Screening between Residential and Non-Residential: No special screening is required between residential and non-residential uses in the TOD zone.

3. Off-street Landscaping Requirements:

    1. Landscape requirements apply to surface parking only.

    2. Required parking area trees may be of a deciduous or evergreen species.

    3. Landscape coverage. Tree canopy shall count toward the requirement that 75% of landscape areas 36 square feet of greater be covered with living vegetation materials.

    4. Landscaping areas and associated irrigation systems should be designed to comply with the Bernalillo County Water Conservation Ordinance. In particular, per Section 9 of the Bernalillo County Water Conservation Ordinance, rainwater harvesting and/or low-impact development techniques such as but not limited to curb cuts or other methods to direct runoff from roadways, parking lots or other impermeable surfaces to landscaped areas are encouraged.

G. Signage Requirements.

1. Location Criteria. Sign is located on private property and advertises, identifies, or directs to a use currently conducted on the same premises. The location of such signs must comply with the following requirements:

    1. Freestanding signs are limited to 10 feet in height and must be designed as monument signs with an enclosed base.

    2. The outer edge of a wall sign may protrude up to one foot over the property line into the public right-of-way, provided the bottom edge of the sign is eight feet or more above the curb or sidewalk grade.

2. Number of Signs. Not more than one sign is permitted for any one premises with street frontage of 50 feet or less. A composite group of small signs integrated into one framed unit shall constitute one sign.

3. Size of Signs:

    1. The total area of any one sign face shall not exceed 32 square feet.

    2. The total aggregate of all faces of signs or combination of signs allowed for the property on which the use is located shall not exceed 130 square feet of sign area.

    3. Business fronting on more than one street will be allowed additional square footage of sign area to the extent of 50 percent of that allowed for its main street frontage.

    4. Exceptions:
        (a) Signs having less than four square feet in area per sign face and manufacturer's product display racks are considered as exceptions to Subsection (17)(b) and (c) supra of the Bernalillo County Zoning Code, provided no customer service area shall extend closer than ten feet to the nearest right-of-way line of a public street.
        (b) On-premises signs without advertising, directing on-premises customer traffic or directing to specific customer service areas, shall be allowed in excess of the number and sign face square footage limitations in Subsection (17)(b) and (c) supra of the Bernalillo County Zoning Code, provided the aggregate area of such signs shall not exceed 20 square feet per business.

4. Illuminated Signs. Illuminated signs, except illuminated clocks, thermometers, and illuminated signs within a building, shall be turned off at 11:00 p.m. or closing, whichever is later. No illuminated signs shall be so located as to shine directly into adjacent conforming residential property.

5. Awning Valence Signs. One awning valence sign per street level business façade, not exceeding 50% of the awning valence area and centered on the awning valence, is permitted. No additional lighting for the awning valence is permitted.

6. Shingle and Suspended Signs. One sign per street level business with a maximum of four square feet of sign area. Shingle and suspended signs should be of wood or material simulating wood, suspended from the underside of a pedestrian canopy or awning directly adjacent to the business identified on the sign. Shingle and suspended signs shall be oriented perpendicular to the adjacent wall of the building being identified and attached in a manner acceptable to the Building Official that prevents swinging. No portion of the sign shall be more than 11 feet from the finished grade of the ground level below the sign nor less than 7-1/2 feet above any pedestrian walkway.

7. Street-Level Window Signs. Two signs per street level business per building façade located on or adjacent to the inner window surface and directly facing a street. Signs may not exceed 15% of the window area or nine square feet, whichever is smaller.

8. Upper Floor Window Signs. A maximum of one window sign per upper floor business per building façade, with each window sing not to exceed 15 square feet each and not directly illuminated. Colors should match or complement the street level display window sign of the same building.

9. Audible Devices. No sign shall have audible devices.

10. Amortization. See Section 23: Nonconforming Uses of the Bernalillo County Zoning Code.

11. Determination of Sign Size. The sign area shall be measured as follows:

    1. Square or Rectangular Sign. Length times the height of the face of the sign.

    2. Irregularly-shaped Sign. Area of rectangles, circles, ovals, triangles, or a combination thereof, necessary to enclose the face of the sign.

12. Sign Made of Individual Cutout Letters. Sum of the area of the rectangles or triangles necessary to enclose each letter.

H. Affordable Housing Density Bonus

1. The County shall grant a density bonus to a developer of a development that includes residential uses who seeks a density bonus and agrees to construct at least one of the following:
   a. 10 percent of the total units of the housing development as target units affordable to low income households, at a rent that does not exceed 30 percent of 60 percent of area median income, as adjusted for assumed household size; or
   b. 5 percent of the total units of the housing development as target units affordable to very low income households, at a rent that does not exceed 30 percent of 50 percent of the area median income, as adjusted for assumed household size; or
   c. 10 percent of the total units of the housing development as target units affordable for purchase to low to moderate income households, at an affordable ownership cost that does not exceed 35 percent of 60 to 80 percent of area median income, as adjusted for assumed household size; or
   d. A senior citizen housing development.

2. In determining the number of density bonus units to be granted, the maximum residential density for the site shall be multiplied by 0.20, unless a lesser number is selected by the developer. When calculating the number of permitted density bonus units, any calculations resulting in fractional units shall be rounded to the next larger integer.

3. The affordable units shall be designated units, be comparable in bedroom mix and amenities to the market-rate units in the development, and be dispersed throughout the development.

4. The dwelling units shall remain available and affordable for a period of at least 30 years or longer as may be required by other laws.

VII. Plan Implementation

Plan implementation will require the coordinated efforts of both the public and private sectors. Public sector responsibilities for the station area include facilitating and removing obstacles to compatible development (for example, addressing infrastructure deficiencies); catalyzing redevelopment by providing linkages to the station; and to augment demand for the mix of uses in the station area by ensuring future residents, employees, and shoppers can easily walk, bicycle, or in the station area and to the transit system.

Specific private sector actions include cooperating with current property owners (particularly long-term owners who may have held property over multiple generations) to incorporate concepts delineated in this plan into the site-specific redevelopment proposals, if they elect to seek zone map amendments to obtain the SD/MV-TOD zoning designations, and providing public financing for desired public amenities and/or to address the financing gap (Appendix C).

The goal of the implementation framework is to create a climate of public-private cooperation and partnerships to advance the common good of TOD within the station area. Working jointly, the public and private sectors can develop catalytic projects that generate market momentum that will, in turn, establish the critical mass to support additional improvements and expanded commercial development. Given the significant investment by the State in the Rail Runner system, an effective well-coordinated implementation strategy will leverage that investment throughout the South Valley.

In an effort to continue the planning process, an implementation priorities matrix was prepared. The matrix highlights key projects and actions, responsibilities, and funding tools that will need to occur over the next decade to achieve the station area vision. The matrix was prepared with the aid of the community and addresses the immediate needs in the station area and long-term mobility issues. The matrix provides details on infrastructure projects that address multimodal transportation needs, unresolved areas of study, the community's priorities, agency coordination, and financing tools required to build the necessary infrastructure.

The implementation actions are presented in the following categories:

- County Administrative Actions – actions to be taken at the County level, including formally adopted resolutions, ordinances and policy changes. The high priority action in this category is implementing zoning changes in the station area as part of this plan.
- Development Actions – actions include those related to development and redevelopment in the station area, creating a formal development mechanism, and the specific activities to stimulate development. This category contains numerous high-priority actions.
- Multi-modal Corridor and Intersection Improvement Projects – actions include circulation infrastructure improvements for the station area.

IMPLEMENTATION ACTIONS: COUNTY ADMINSTRATIVE ACTIONS

Action	Necessary Steps	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Refine Affordable Housing Policy	- Discuss proposed affordable housing policy with local developers and housing advocates - Refine to ensure effective implementation; - Adopt affordable housing policy.	MEDIUM	Bernalillo County	- Private Developers; - Local Advocacy Groups; - MRCOG	NA
Establish County Policy for Role in Station Area Development	- Form policy regarding public financing. - Create implementation team of County staff from relevant depts.	MEDIUM	Bernalillo County		NA
Encourage Entrepreneur-ship/ Small Business Development	- Work with local business organizations, e.g. chamber of commerce. - Support small businesses in early years to ensure foothold in station area retail and employment sector environment.	MEDIUM	Bernalillo County	- State of NM - Local Business Community	Small Business Loans; Tax Incentives for Specific Business Categories
Entice Entertainment Anchor to Station Area	Provide incentives for movie theater, fitness club, bowling, restaurant cluster or other active entertainment facilities to locate in station area.	MEDIUM	Bernalillo County		Tax Incentives for Specific Business Categories
Reduce Impact Fees	Explore potential to reduce impact fees in Station Area to entice private development.	MEDIUM	Bernalillo County		NA

IMPLEMENTATION ACTIONS: DEVELOPMENT ACTIONS

Action	Necessary Steps	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Establish framework for public private partnerships	- Establish local approach based on case studies of successful P/P partnerships. - Focus on local and regional lenders to understand financing terms and to promote benefits of TOD. - Identify a role for the New Mexico Housing and Finance Authority	HIGH	Bernalillo County	- Private Developers; - Local Advocacy Groups; - MRCOG; - NMHFA - NM Economic Development Department - US Economic Development Administatio n	
Identify financing gaps	Estimate costs and revenues for commercial and residential development to determine magnitude of gaps (if any). - Evaluate the gaps likely to be incurred by land developers as well as commercial tenants.	HIGH	Bernalillo County		Conventional financing products
Estimate revenue potentials from public financing sources	Identify revenues to be generated through public financing tools, such as TIDD, PIF, PID, and Metro Redevelopment Bonds. - Document financing benefits available through New Markets tax credits.	HIGH	Bernalillo County	- MRCOG; - Local Business Community	Tax Increment Development Districts (TIDD), Public Improvement Fees (PIF), Metropolitan Redevelopmen t Bonds, Property Improvement Districts (PID), Impact Fees, and New Markets Tax Credits.
Pursue Developers	Invite area developers (especially residential) to a local workshop to discuss necessary conditions to realize TOD.	HIGH	Bernalillo County	Local Brokerage Community	Favorable Loan Terms
Pursue Anchor Tenants	- Contact major entertainment and retail chains supportive of TOD (e.g. cinema, clothing, consumer electronics, super markets, etc); - Consider policy enticements to Location in station area as opposed to elsewhere.	HIGH	Bernalillo County	Local Brokerage Community	Favorable Loan Terms

IMPLEMENTATION ACTIONS: DEVELOPMENT ACTIONS (Continued)

Action	Necessary Steps	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Support and Encourage Restaurants/ Cafes in Station Area	- Encourage entrepreneurship and small business development. - Work with local business organizations, e.g. chamber of commerce. - Identify appropriate financing tools/sources. - Ensure creation of appropriate retail space in station area.	HIGH	Bernalillo County	Local Brokerage Community	Based on gap analysis, define method to address potential financing gaps.
Address Infrastructure Needs	- Construct paths and roadways to link surrounding neighborhoods to the station area. - Address any deficiencies in infrastructure. - Improve Stormater Management System	HIGH	Bernalillo County	NA	See table regarding infrastructure improvements.
Establish TOD as an Employment Center	- Encourage light industrial, offices, and services to locate in high amenity station area. - Encourage development of light industrial, office, and flex format land uses.	MEDIUM	Bernalillo County	State of NM	NA
Identify key land assemblages	- Based on proximity, size, availability, and development potential, identify the ideal land assemblages that should occur to facilitate development. -Review roles for public sector in facilitating assemblage.	MEDIUM	Bernalillo County	NA	NA
Create Amenities	- Secure space for new park. - Pursue funding to develop and maintain park.	MEDIUM	Bernalillo County	- State of NM; - Federal Government	CIP, State funds

Multimodal Corridor Improvements

Location	Infrastructure Improvements	Additional Planning Required	Priority Level	Sponsoring Agency	Supporting Agency	Financing Tools
Rio Bravo	Construct sidewalks, bicycle trail, medians, and outer curb edges based on ultimate ROW. Construct future vehicular lanes from median zone. Use large medians as pedestrian refuges until capacity additions are needed.	Identify ultimate ROW, lane configuration, and motor vehicle Level of Service (LOS) criteria /thresholds that addresses all modes of travel	HIGH	NMDOT	Bernalillo County MRCOG	NMDOT Transportation Enhancement Funds
2nd Street	Construct the 2nd Street cross section with multimodal accommodations as recommended	Identify motor vehicle Level of Service (LOS) criteria/ thresholds that address all modes of travel	HIGH	NMDOT	Bernalillo County MRCOG	NMDOT Transportation Enhancement Funds
Prince Street	Construct the Station Area Avenue cross section with multimodal accommodations as recommended	TBD based on development proposals	MEDIUM	Bernalillo County	Private Development MRCOG	Public Improvement District (PID) Bonding Potential, Tax Increment Financing (TIF), Local CIP
Station Area Streets (Local and Avenue)	Construct Station Area Local, Station Area Avenue, and Great Street cross section with multimodal accommodations as recommended	TBD based on development proposals	MEDIUM	Bernalillo County	Private Development MRCOG	Public Improvement District (PID) Bonding Potential, Tax Increment Financing (TIF), Local CIP
Broadway	Construct sidewalks and outer curb edges based on ultimate ROW	Identify ultimate ROW and lane configuration	LOW	NMDOT	Bernalillo County MRCOG	NMDOT Transportation Enhancement Funds

Multimodal Intersections Improvements

Location	Infrastructure Improvements	Additional Planning Required	Priority Level	Sponsoring Agency	Supporting Agency	Financing Tools
Rio Bravo/2nd	Reconstruct intersection to accommodate ultimate ROW and enhance pedestrian crossings using the recommended amenities	Conduct a multimodal traffic simulation based on existing traffic modeling	HIGH	NMDOT	Bernalillo County MRCOG	NMDOT Transportation Enhancement Funds
Rio Bravo/Broadway	Reconstruct intersection to accommodate ultimate ROW and enhance pedestrian crossings using the recommended amenities	Conduct a multimodal traffic simulation based on existing traffic modeling	LOW	NMDOT	Bernalillo County MRCOG	NMDOT Transportation Enhancement Funds
Internal TOD locations	Construct intersections based on the recommended design guidelines	Prepare intersection design guidelines for internal TOD streets that support multimodal travel	LOW	Bernalillo County	MRCOG Private Development	Public Improvement District (PID) Bonding Potential, Tax Increment Financing (TIF), Local CIP

Strategic Multimodal Projects

Location	Infrastructure Improvements	Additional Planning Required	Priority Level	Sponsoring Agency	Supporting Agency	Financing Tools
Trail Connections	Construct a 12' concrete trail based on the final routing alignment	Prepare conceptual routing analysis to determine a feasible alignment to the river	LOW	Bernalillo County	MRCOG NMDOT Private Development	Public Improvement District (PID) Bonding Potential, Tax Increment Financing (TIF), Local CIP
Rio Bravo Underpass	Construct an underpass based on the preferred routing alignment	Prepare a feasibility analysis to determine the alignment options for the underpass	MEDIUM	Bernalillo County	MRCOG NMDOT Private Development	NMDOT Transportation Enhancement Funds, PID and TIF Bond Proceeds
2nd Street Overpass	Construct an overpass for pedestrians and bicycles that is ADA compliant	Identify the most suitable location for a pedestrian overpass based on the final street network design	LOW	Bernalillo County	MRCOG NMDOT Private Development	NMDOT Transportation Enhancement Funds, PID and TIF Bond Proceeds
2nd Street Kiss and Ride	Construct a Kiss and Ride facility	Prepare detailed site plan for a Kiss and Ride facility west of the RR tracks and east of 2nd street	LOW	Bernalillo County	MRCOG NMDOT	NMDOT Transportation Enhancement Funds NMRR Capital Improvement Funding

Appendix A: Market Study Summary

Projecting demand in the South Valley, specifically the station area at Rio Bravo and 2nd Street, is challenging as there is a very limited track record of residential or commercial development in the area. Nevertheless, market conditions suggest that the Rio Bravo station is ripe and the timing is good to introduce a new set of users, for both commercial and residential product.

Employment -- Given the Rio Bravo station area location, the market for employment uses has potential. For this analysis, office and light industrial uses that would be compatible in a business park setting have been considered. The projection for the site is based on total regional demand for employment through 2025, of which 11.5 percent are office related and 7.0 percent are industrial based on a detailed analysis of employment sectors. Floor area demand for these two is based on factors of 350 square feet per employee for office and 750 square feet for industrial.

To address demand at the Rio Bravo station area, the study assumed that the south I-25 corridor would capture a limited amount of total development. Although conservative, the estimates are based on 10 percent of the office development and 20 percent of the light industrial uses. From the I-25 corridor potentials, the station area potentials are estimated to capture 20 to 50 percent of the total, resulting in ranges of 66,800 to 167,000 square feet of office use space and 87,000 to 218,000 square feet of business park, light industrial, flex space.

Retail -- The current retail market is limited, notwithstanding the high traffic volumes along Rio Bravo. With a substantial day-time population provided from the new businesses augmented by the additional households in the area, a community-level retail center will be supportable. Based on the uses outlined above, a community retail center of 40,000 to 60,000 square feet is possible. However, market support can increase by expanding the trade area, which is possible with retail anchors.

An entertainment based commercial district provides an opportunity to meet a current need and increase the expenditure potential. The resulting retail center would likely include elements of a power center, lifestyle center, and entertainment district and be an example of the emerging "hybrid center" trend. The theater complex is expected to be 50,000 to 100,000 square feet and the total center could range from 200,000 to 400,000 square feet.

Residential -- New residential development at this location would appear to be limited. However, research of current market activity shows that the context is changing, as parcels abutting the Bosque have been put under contract recently and call for upper end residential product, ranging from $500,000 to $2.0 million per unit. With a size of more than 125 acres and densities that range from low to high (approximately 10 to 15 dwelling units per acre), it will be sufficient to achieve the critical mass necessary to attract interest from potential residents throughout the region.

Based on these factors, the station area is expected to develop with new attached product at densities ranging from 10 to 15 units per acre. Based on parcel characteristics within the station area, there are 120 acres that lend themselves to residential development and translate to 1,200 to 1,800 units through 2025, or 70 to 100 units per year. A majority of the product is expected to be stacked flats, which can be rented or sold, depending on the market opportunity.

Factors impacting the market for TOD in the South Valley – both positively and negatively - include:

- Environmental Concerns – Some of the sites have been contaminated,,which up to now has been a major factor in discouraging development.
- Land Availability – There is a large supply of vacant land - much of it is under a single ownership – in the station area. Without demolition costs or aggregation challenges, development becomes more viable.
- Changing Development Context – The South Valley subarea now has a southern anchor, Mesa del Sol, which provides high quality housing and employment. Because of Mesa del Sol, this area will be no longer be perceived as the periphery of the community.
- North Valley Example – Developers with a long-term local track record compare this setting to the North Valley/Journal Center and suggest that a similar evolution is possible.

- Active Developer Interest – Developer interest in station area parcels has recently increased, and proposals include high-end residential homes, intensive mixed-use, and hotel, office, and flex-space uses.
- Employment – The South Valley is a regional employment center with approximately 21,400 jobs in the vicinity of the station area.
- Land Uses – Environmental contamination and unsightly uses will diminish market demand. As land values rise, the potential for redevelopment increases though the trend for industrial uses continues.
- Strong Visibility and Traffic Counts – The adjacent roadways of Rio Bravo and Broadway carry major traffic levels. The proximity to I-25 helps generate drive-by traffic. The visibility of the site from these roads increases market support for commercial uses.
- Accessibility – Creating a network of pedestrian routes and/or roads to link development sites to the station will be difficult but important to leverage the benefits of transit.

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Appendix B: TOD Benefits

The benefits of TOD can be organized into public benefits, such as improved air quality, and private benefits, such as increased property values or greater sales revenue from foot traffic. Fostering the interconnections between public and private entities facilitates the success of TOD. Improvements in the public realm such as infrastructure investments or development incentives can foster revitalization in the private realm. In turn, improvements in the private realm will generally yield public returns, such as visual interest at the street level or increased tax revenues.

Public and private benefits can be further organized into "primary" and "collateral" benefits. Primary benefits include those for which a primary cause and effect relationship can be documented, such as increased transit ridership. Collateral benefits are associated benefits of TOD, but are not as easily quantifiable, such as improved community health. The following table presents one way of understanding the benefits of TOD. The lines, however, are not black and white, and many of these benefits overlap and support each other.

	Public	Private
Primary	- TODs can help revitalize declining neighborhoods and urban centers; - Increased opportunities for affordable housing; - Increased transit ridership; - Decreased roadway congestion; - Improved accessibility to jobs; - Improved air and water quality; - TODs can serve as a revenue source for transit agencies; - Mixed-use TOD can generate strong sales tax revenues; and, - Transit investment in general brings positive local and regional impacts	- TODs can provide affordable housing near a readily available source of transportation, creating a high-level of mobility for households on limited incomes; - Increased property values; - Improved foot traffic for retailers; - Decrease in transportation costs for residents and workers; - Decreased employee travel costs; and - Access to a more diverse workforce.

	Public	Private
Collateral	- Improved community health; - Increased property and sales tax revenues; - Reduced crime; - Less time in cars means more time for work and play; - Decreased expenditures on roadway expansion; and, - Preservation of open space	- Co-location of services and uses increases sales and productivity; - Improvements for pedestrians and transit riders do not come at the expense of automobile access; - Co-location of employment with other uses (such as daycare) increases the attractiveness of workplace to prospective employees; - Public co-investment in TOD supports new development; and, - Mixed-use TOD can deliver more highly-valued development.

Appendix C: Public Financing

Public financing tools that can address the cost of desired public amenities and / or address the financing gap caused by the additional costs of redevelopment in the station area include:

- Tax Increment Development District (TIDD) – Enables developers to use state, county, and/or local GRT and/or property tax increment to pay for public improvements to address project financing gaps. Tax Increment for Development Act [5-15-1 to 5-15-27 NMSA 1978] – (TIDD) Tax Increment Law [3-60A-19 to 3-60A-25]
- Public Improvement Fee (PIF) – A private agreement between a commercial developer and the local government to assess a fee on the purchase of merchandise in excess of the established GRT rate. Proceeds are rebated to the developer to cover costs for public improvements.
- Metropolitan Redevelopment Bonds – Provides TIF revenues to back revenue bonds for public improvements. Debt service typically generated from an overlay of additional property tax. Metropolitan Redevelopment Code [3-60A-1 to 3-60A-48 NMSA 1978]
- Public Improvement District (PID) – Using land-secured public financing, provides funds for public improvements based on approval of property owners within a specific geographic area to increase property taxes. Public Improvement District Act [5-11-1 to 5-11-27 NMSA 1978] – (PID)
- Impact Fees – One-time charges to developers intended to offset the cost to the public of many of the improvements identified in the plan and the cost of additional services, from improvements to infrastructure systems to creation of new parks and bike lanes, that will be needed to accommodate new residents. Development Fees Act [5-8-1 to 5-8-42 NMSA 1978]

- Block Grant Allocation – Dedicates a portion of the existing allocation of the federal community development block grant funds for infrastructure improvements. Must be used in neighborhoods where a majority of the household incomes fall below 80 percent of the Area Median Income.
- New Markets Tax Credits – Partnering with a private developer and employer, provides equity from investors to be used to establish or expand employment centers in qualified areas of the community.

Each funding source has unique stipulations that affect the amount of revenue it may generate. Each should be evaluated based on specific development proposals and infrastructure projects to determine if it is appropriate, when it should take effect, and how to proceed.