



Bernalillo TOD Plan

A Community Vision for Transit Oriented Development

Bernalillo, New Mexico

October 2007





Resolution No. 10-30-07

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

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

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

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

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

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

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

Downtown Station Area

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





Sandoval County/ 550 Station Area

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

;and

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

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

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

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

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

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

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

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

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





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

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

ATTEST:

Patricia A. Chávez, Mayor

Ida Fierro, Town Clerk





GLOSSARY

Density

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

Traditional Village Center Density

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

TOD - Transit Oriented Development

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

Eminent Domain

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

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



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

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Bernalillo TOD Plan

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TABLE OF CONTENTS

- I. Planning Framework 1
 - I-1. Planning for Transit-Oriented Development in Bernalillo 1
 - A. Study Area2
 - B. MRCOG TOD Planning3
 - C. Bernalillo Planning Framework5
 - I-2. Community Planning and Design Process7
 - A. Community Outreach7
 - B. Community Planning and Design Workshop Process10
 - C. Community Participation11
 - I-3. Plan Objectives12
- II. Plan Recommendations.....15
 - II-1. Proposed Circulation and Connections.....15
 - A. New Streets21
 - B. Enhancements to Existing Streets22
 - C. Bike Routes.....22
 - D. Pedestrian Paths.....22
 - E. Wayfinding and Interpretive Signs22
 - F. Railroad Crossings.....23
 - II-2. Downtown Station Area24
 - A. Public Spaces and Parks28
 - B. Downtown Streetscapes34
 - C. Land Uses.....36
 - II-3. U.S. 550/Sandoval County Station Area.....41
 - A. Public Spaces and Parks43
 - B. U.S. 550 Station Area Circulation & Streetscapes49
 - C. Parking49
 - D. Land Uses.....50
 - II-4. Housing Types55
- III. Next Steps61





IV. Appendices67

A. Sign-In Sheets, Planning And Design Workshop..... App-3

B. Public Comments, Open House, Workshop, Public Meetings App-10

C. Community outreach materialsApp-16

- Station Area Plan Community Events Flyer
- Planning And Design Workshop Flyer
- Station Area Plan Info Brochure
- Town Of Bernalillo Newsletter
- Public Meeting Announcements

D. Planning Process Poster App-33

E. Existing Land Use, Zoning, And Context Maps..... App-37

Existing Land Use And Zoning Maps

Downtown Bernalillo Station (*1/2-Mile Radius*)

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

U.S. 550/Sandoval County Station (*1/2-Mile Radius*)

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

Context Maps

- 2-Mile Radius
- 1/2- And 1/4-Mile Radius
- Downtown Station 1/4-Mile Radius
- 550 Station 1/4-Mile Radius

Existing Density Analysis

F. Market Study Extract.....App-55

G. Study Areas App-67

- a. Downtown TOD Study Area
- b. Sc-550 TOD Study Area
- c. Railrunner TOD Community Planning And Design Workshop Downtown Station Land Use Map
- d. Railrunner TOD Community Planning And Design Workshop Sc-550 Station Land Use Map

H. Powerpoint Presentation: Wednesday, June 6, 2007..... App-72

I. Powerpoint Presentation: Thursday, June 7, 2007..... App-79

J. Powerpoint Presentation: Monday July 9, 2007.....App-85



I. Planning Framework

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

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

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

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

Bernalillo TOD Goals:

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





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

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

A. STUDY AREA

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

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

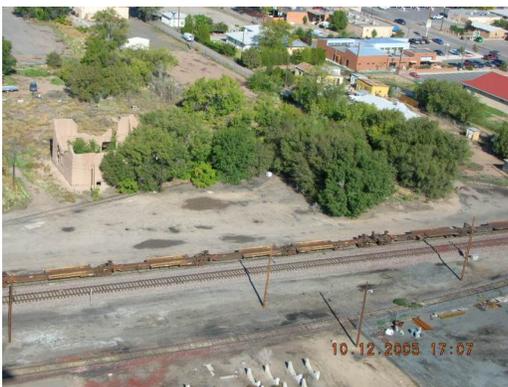
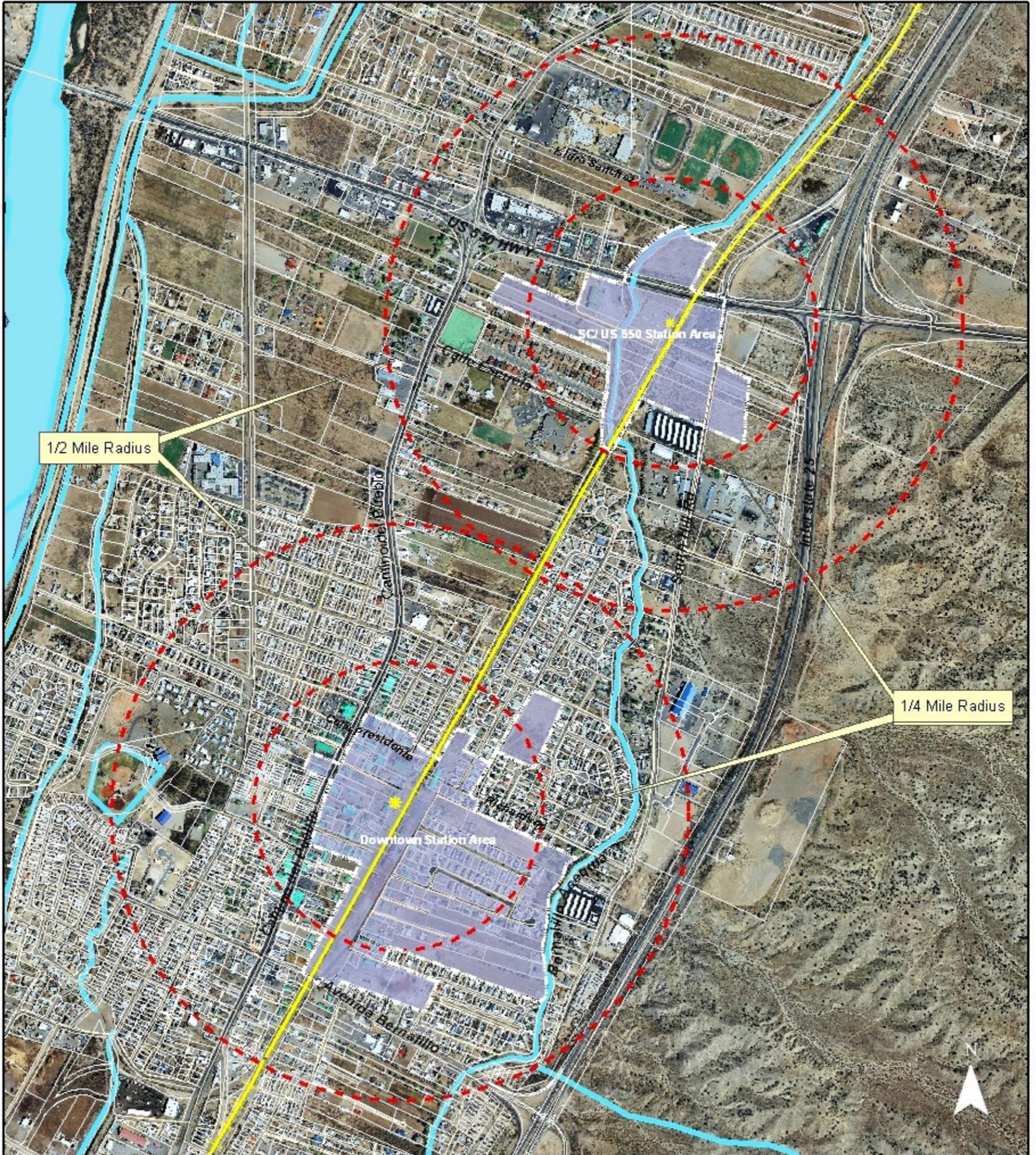


Figure I.1 Molino Complex



Figure I.2 SC/550 Station Area

Bernalillo TOD Plan TOD Station Areas Map



 TOD Station Areas



B. MRCOG TOD PLANNING

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

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

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

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

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





C. BERNALILLO PLANNING FRAMEWORK

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

The Town's objectives for the planning project included:

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



Figure I.4 Internal Workshop Photo

D. MRCOG RAIL RUNNER TOD MARKET ANALYSIS

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

I-2. Community Planning and Design Process

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

A. COMMUNITY OUTREACH

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

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



Figure I.5 Workshop Flyer





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

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

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

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



Figure I.6 Community Open House





Figure I.7 Workshop Flow Chart

B. COMMUNITY PLANNING AND DESIGN WORKSHOP PROCESS

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

C. COMMUNITY PARTICIPATION

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

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

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



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

Figure I.8 Community Workshop





I-3. Plan Objectives

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

Character, Character, Character!

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

"Preservation of historic structures"

-Workshop Quote

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

-Town of Bernalillo Comprehensive Land Use Plan

Safety

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

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

-Workshop Quote

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

-Town of Bernalillo Comprehensive Land Use Plan



Walking and Connections

- Good sidewalks and amenities
- Trails
- Railroad crossings

“Formalize a trail network now for future generations”

-Workshop Quote

“Goal: Promote a variety of transportation systems in the community, including mass transit, bicycles, pedestrians, equestrians and vehicles”

-Town of Bernalillo Comprehensive Land Use Plan

Downtown Destination

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

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

-Workshop Quote

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

-Town of Bernalillo Comprehensive Land Use Plan





Housing

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

“Provide affordable housing without overcrowding and in-line with the Town’s character”

-Workshop Quote

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

-Town of Bernalillo Comprehensive Land Use Plan

II. Plan Recommendations

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

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

II-1. Proposed Circulation and Connections

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

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





Bernalillo TOD Plan Circulation Network Map



- - - - - TOD New Streets
- - - - - TOD Bike Routes
- - - - - Primary Paths
- - - - - Alameda





Bernalillo TOD Plan Circulation Network Map Downtown Station Area

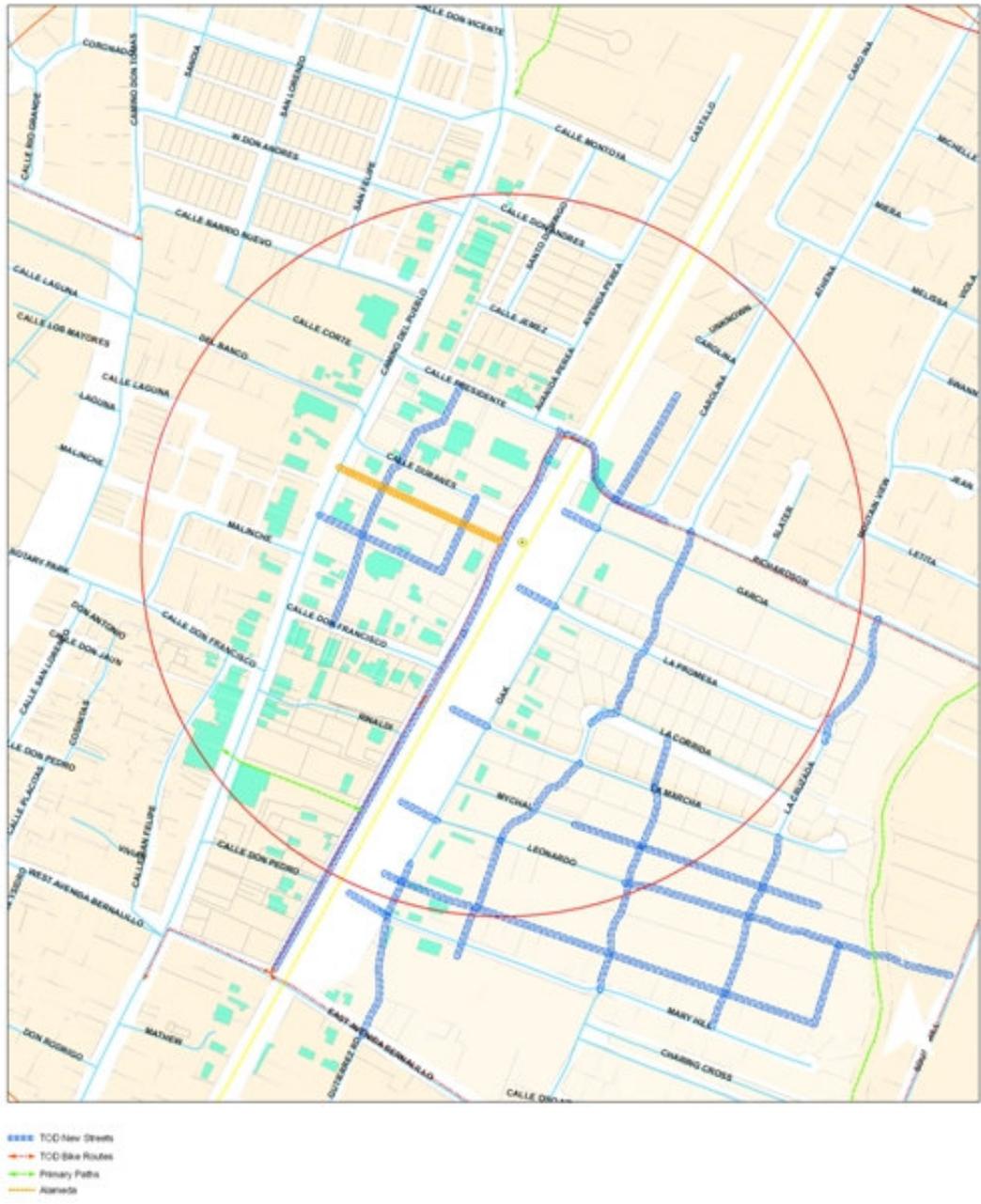


Figure II.2 Circulation Network DT





Bernalillo TOD Plan Circulation Network Map SC-550 Station Area



- TOD New Streets
- TOD Bike Routes
- Primary Paths

Figure II.3 Circulation Network - 550/ SC

A. NEW STREETS

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

The new streets in the proposed circulation network are:

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





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

B. ENHANCEMENTS TO EXISTING STREETS

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

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

C. BIKE ROUTES

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

D. PEDESTRIAN PATHS

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

E. WAYFINDING AND INTERPRETIVE SIGNS

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

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

F. RAILROAD CROSSINGS

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

i. Calle Presidente and Richardson

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

ii. 550 Station Area

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

iii. South of 550 Station Area

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

iv. Quiet Zones

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





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II-2. Downtown Station Area

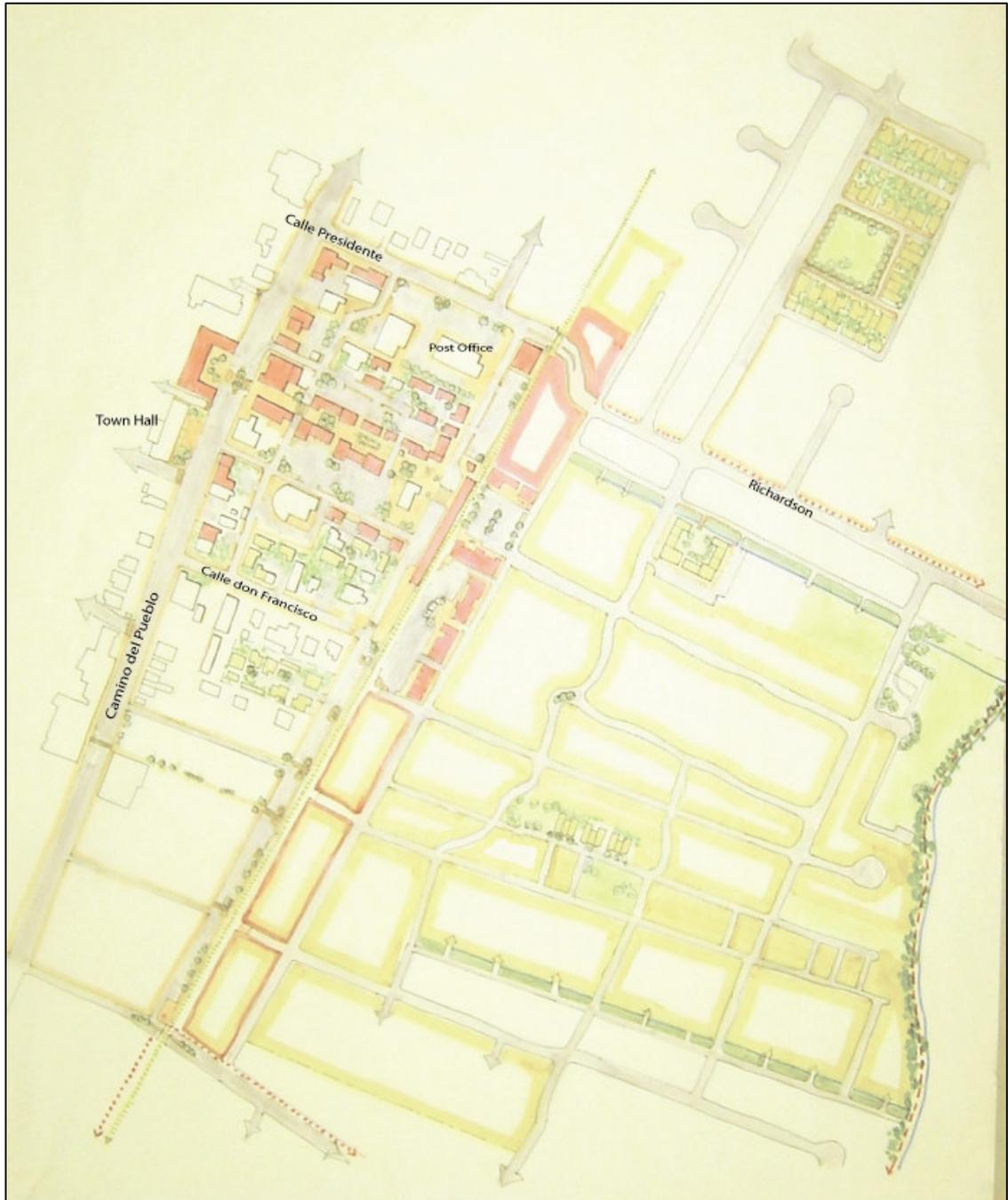


Figure II.4 Downtown Base Plan





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

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

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

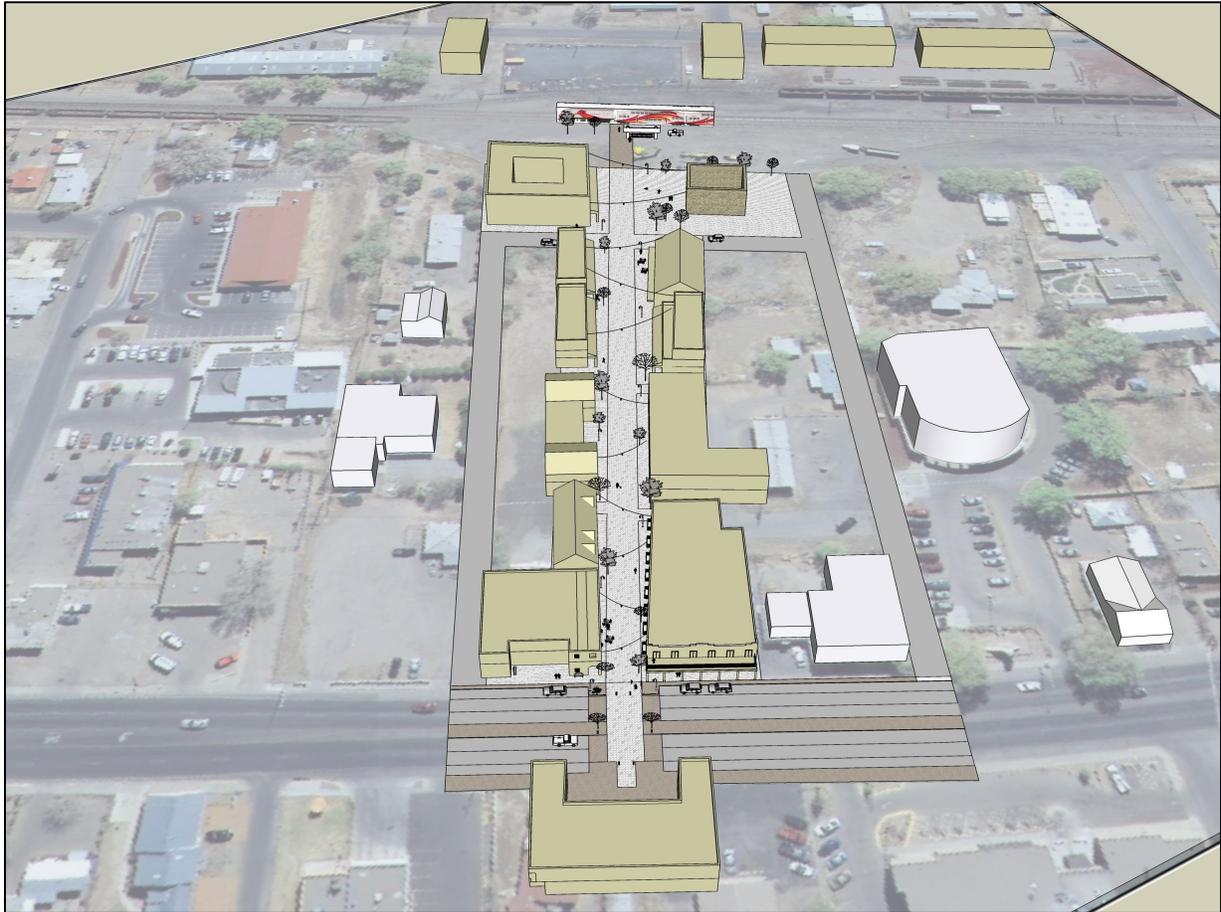


Figure II.5 View of The Alameda Looking East





A. PUBLIC SPACES AND PARKS

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

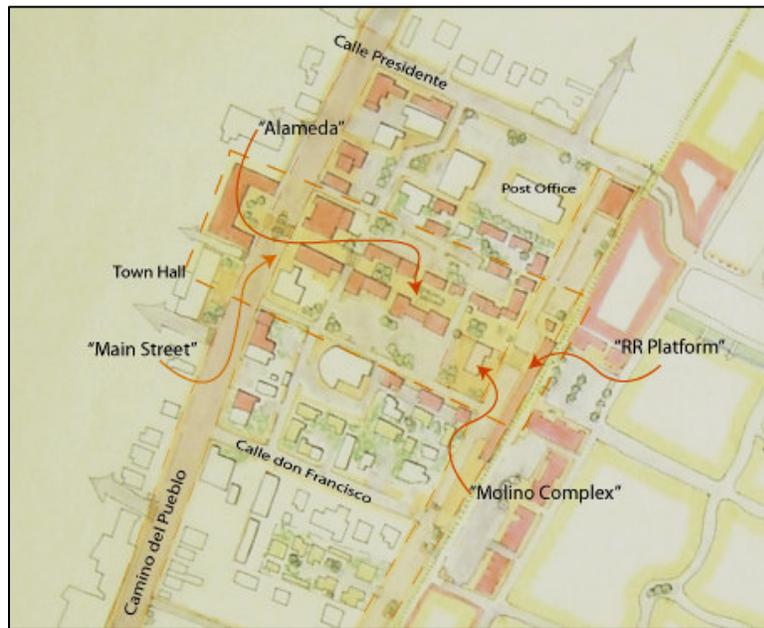


Figure II.6 DT Key Elements

i. The Alameda

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

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

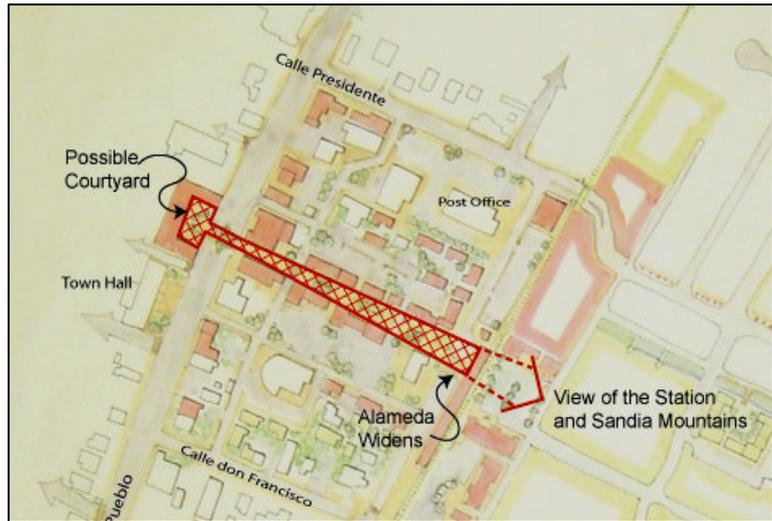


Figure II.7 DT Key Elements- Alameda Views

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

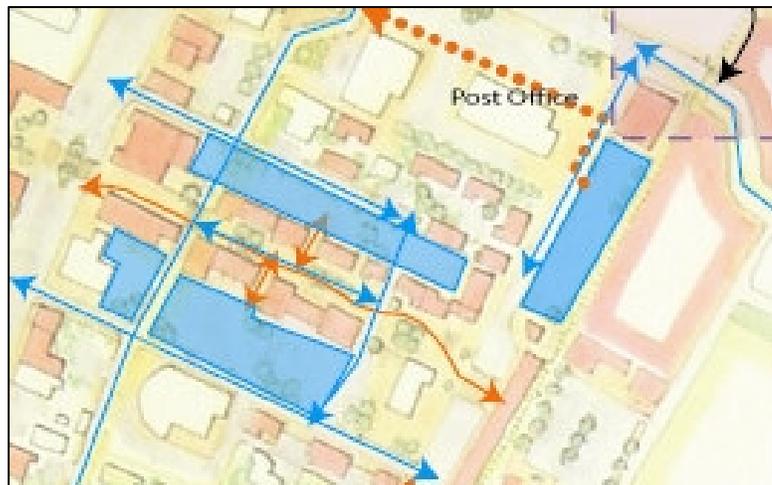


Figure II.8 DT Key Elements- Alameda Parking & Circulation





Principles Rules for the Alameda include:

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

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

Principle Rules for buildings fronting the Alameda:

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

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



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





ii. The Molino Complex

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

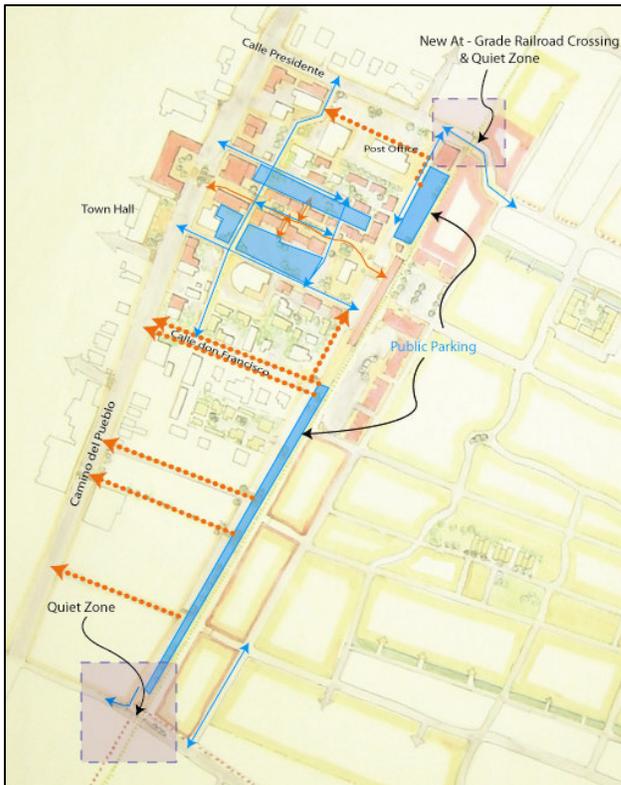


Figure II.10 Pedestrian Circulation & Public Parking

iii. “Downtown Railroad Street and Public Parking”

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

Bernalillo. The “Downtown Railroad Street” intersects with Calle Presidente just east of the Post Office and runs south as a two-lane local road to Avenida Bernalillo.

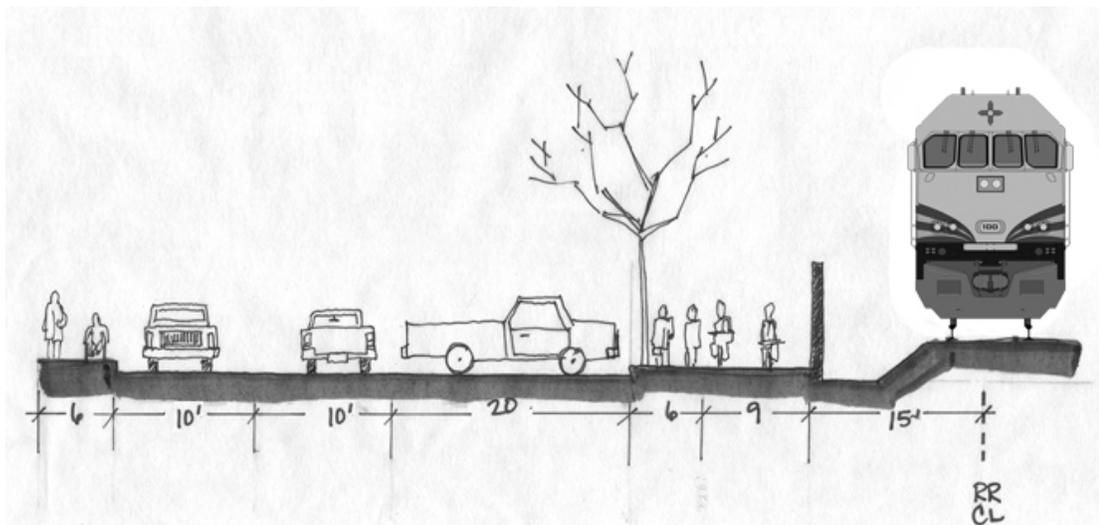


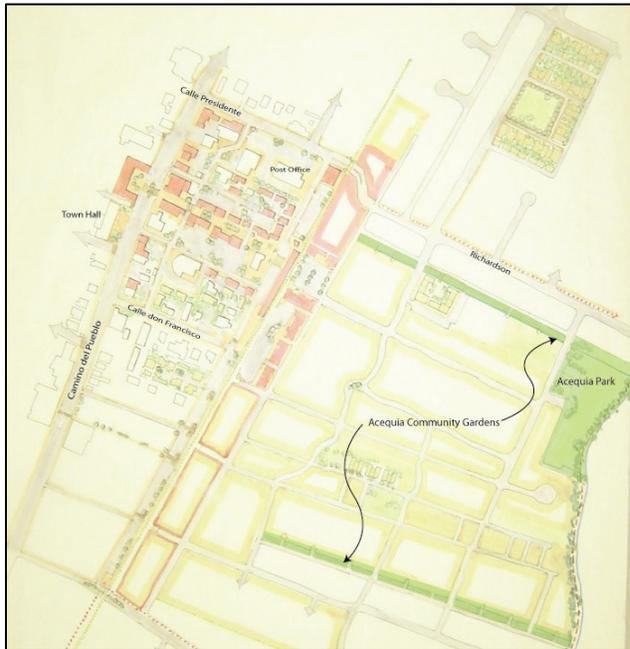
Figure II.11 DT Rail Road Street with Parking





iv. “Acequia Park”

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



v. “Acequia Community Gardens”

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

Figure II.12 DT Parks and Acequia Gardens

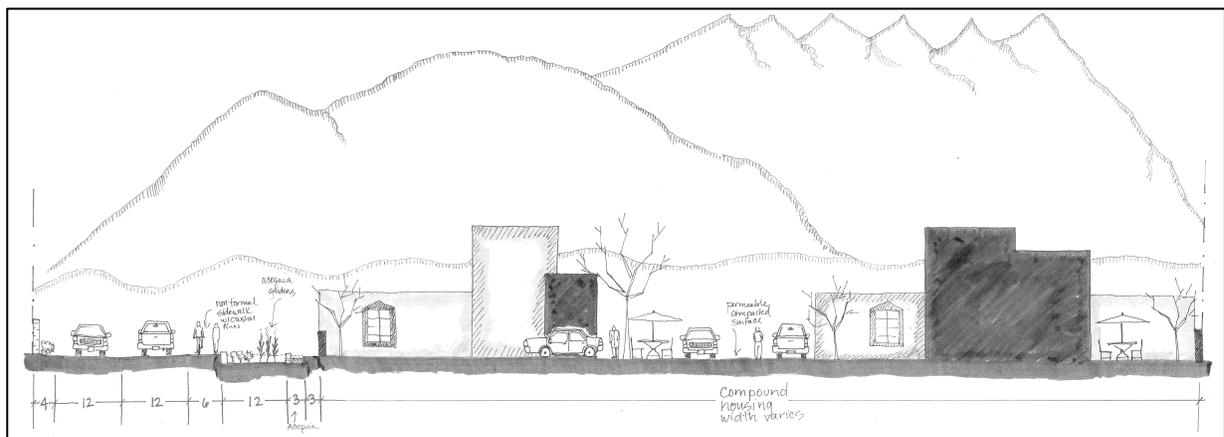


Figure II.13 Acequia Garden Street Section

B. DOWNTOWN STREETSAPES

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

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

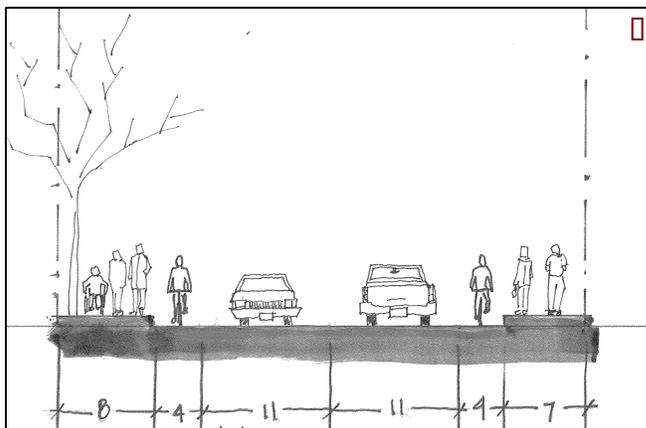


Figure II.14 Calle Presidente

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

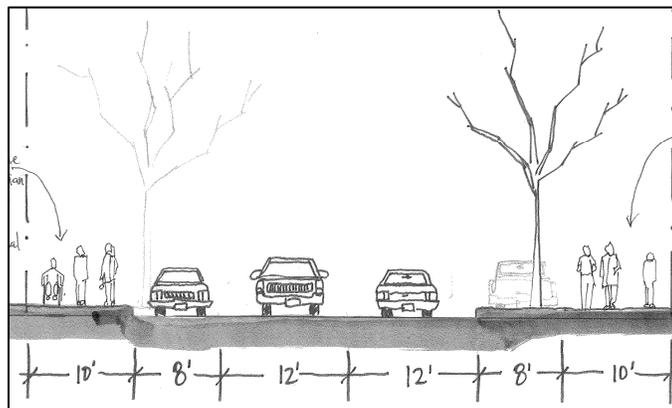


Figure II. 15 Calle Don Francisco





C. LAND USES

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



Figure II.16 DT TOD General Land Use

i. Commercial Core

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

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

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

a. Building Heights

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

b. Building Frontage

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

c. Commercial Frontage:

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





d. Residential Frontage:

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

ii. Downtown Primary TOD Housing

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

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

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

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

- Bernalillo Townhouses
- Mixed-Use Lofts
- Courtyard Housing

iii. Downtown Secondary TOD Housing

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

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

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





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



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





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

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

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

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

A. PUBLIC SPACES AND PARKS

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

i. Parking Orchard

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

ii. Vineyard

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



Figure II.18 Vineyard & Parking Orchard





iii. Platform

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

iv. Key Connections

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

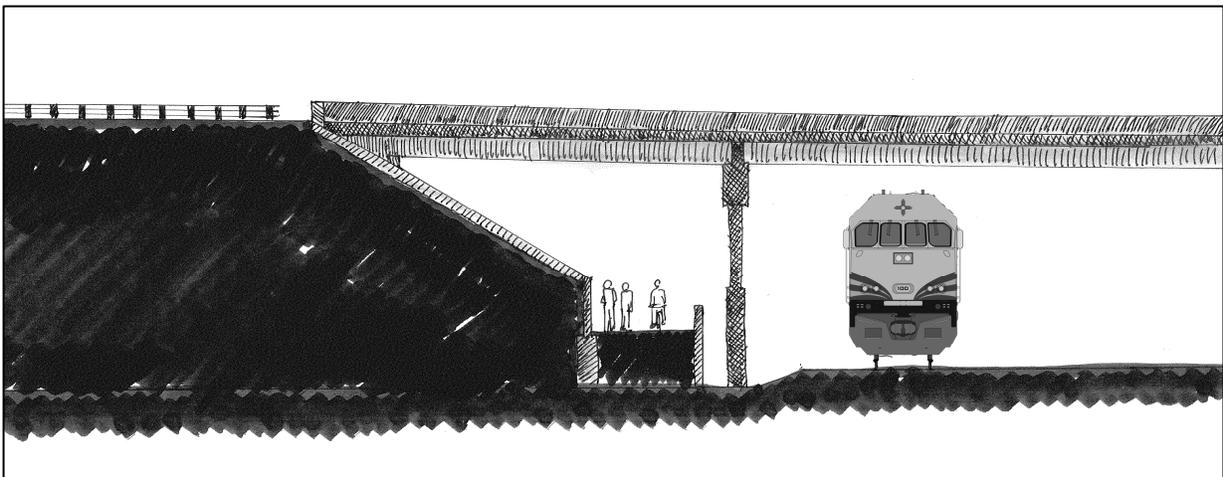


Figure II.19 550 Pedestrian and Bike Underpass

iv. Building Frontage and Landmark Architecture

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



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





FigureII.21 550/SC View Looking East

v. “Old Cemetery” Park and the Acequia

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



Figure II.22 The “Old Cemetery Park” and Acequia





vi. Pedestrian Paths and Bike Routes

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



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



B. U.S. 550 STATION AREA CIRCULATION & STREETSCAPES

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

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

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

C. PARKING

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

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





D. LAND USES

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



Figure II.24 550/SC General TOD Land Use

i. TOD Commercial Core

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

a. Building Heights

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

b. Building Frontage

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

c. Commercial Frontage:

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

d. Parking:

- Shared Parking required for all commercial development.





e. Residential Frontage:

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

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

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

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

a. Building Heights

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

b. Building Frontage along South Hill Rd. and new interior east/west road

There should be no set-back minimums except as needed for an 8' pedestrian clear zone and minimum 4' landscape strip along South Hill Rd.

Discourage:

Blank walls and service/loading areas.

iii. US 550/SC Station Primary TOD Housing

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

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

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

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

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

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

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

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

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

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





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

II-4. Housing Types

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

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

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

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

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





Plaza Housing

New houses that share a neighborhood public space.

Houses

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

Character/Miscellaneous

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

Parking

- Side yard courtyard or alley
- No minimum requirement



Figure II.25 Plaza Housing

Bernalillo Townhouses

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

Houses

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

Character/Miscellaneous

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

Parking

- Driveways: Alley access for parking

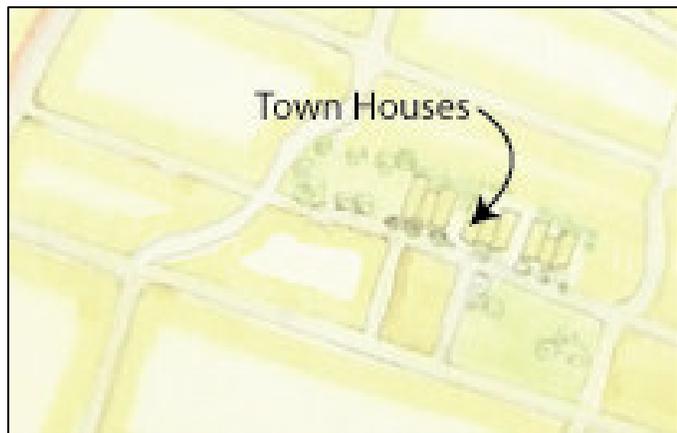


Figure II.26 Bernalillo Townhouses





Mixed-Use Lofts

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

Residential

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

Commercial/Retail/Offices

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

Character/Miscellaneous

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

Parking

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

Compound Housing

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

Houses

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

Character/Miscellaneous

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

Parking

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



Figure II.27 Downtown Compound Housing





Accessory Units

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

Houses

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

Character/Miscellaneous

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

Parking

- Minimum of 1 sheltered, securable bike garage space



Figure II.28 Single Family with Accessory Units

Courtyard Housing

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

Houses

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

Character/Miscellaneous

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

Parking

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

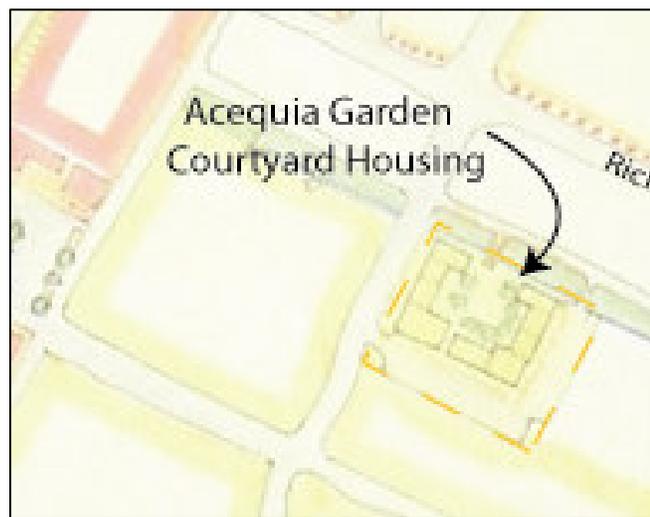


Figure II.29 Acequia Garden Courtyard Housing





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III. Next Steps

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

TOD Plan Area

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

Downtown Station Area

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





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

The Alameda

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

Quiet Zones

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

Acequia Gardens

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



“Acequia Neighborhood Park” and “Old Cemetery Park”

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

Pedestrian Paths and Bike Routes

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

U.S. 550/SC Station Area

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



