



RESOLUTION NO. 22-03

A RESOLUTION OF THE VILLAGE OF LOS LUNAS AMENDING CENTRAL NEW MEXICO RAIL PARK DESIGN GUIDELINES IN ORDER TO AMEND THE HEIGHT RESTRICTION TO ALLOW A MAXIMUM BUILDING HEIGHT OF 55 FEET OR GREATER WITH AN ADDITIONAL FOOT OF SETBACK FOR EACH ADDITIONAL FOOT OF HEIGHT, MEASURED FROM FINISHED GRADE TO THE TALLEST POINT OF THE BUILDING.

WHEREAS, THE VILLAGE OF LOS LUNAS COUNCIL, the governing body of the Village of Los Lunas, has retained the authority to adopt master plans for the physical development of areas within its planning and platting jurisdiction as authorized by Chapter 3, Article 19, NMSA 1978, and

WHEREAS, Chapter 3, Article 19 permits the adoption of a master plan in parts provided that the part corresponds with one of the functional subdivisions of the subject matter of the plan or any part thereof, and

WHEREAS, the Planning and Zoning Commission, acting as advisor to the Village in matters related to planning has reviewed and recommended the Central New Mexico Rail Park Design Guidelines; and

WHEREAS, the Central New Mexico Rail Park Design Guidelines was adopted by the Village of Los Lunas Council in 2016; and

WHEREAS, the Village of Los Lunas recognizes that change in the maximum building height of 55 feet or greater with an additional foot of setback for each additional foot of height aligns with the height restrictions of the Village of Los Lunas M-1 (manufacturing) zone;

NOW THEREFORE, BE IT RESOLVED, by the governing body of the Los Lunas, New Mexico, that:

That the Village of Los Lunas amends the Central New Mexico Rail Park Design Guidelines in order to revise maximum height restriction to allow a maximum building height of 55 feet or greater with an additional foot of setback for each additional foot of height, measured from finished grade to the tallest point of the building.

PASSED, APPROVED AND ADOPTED this 27th Day of January, 2022.

APPROVED:



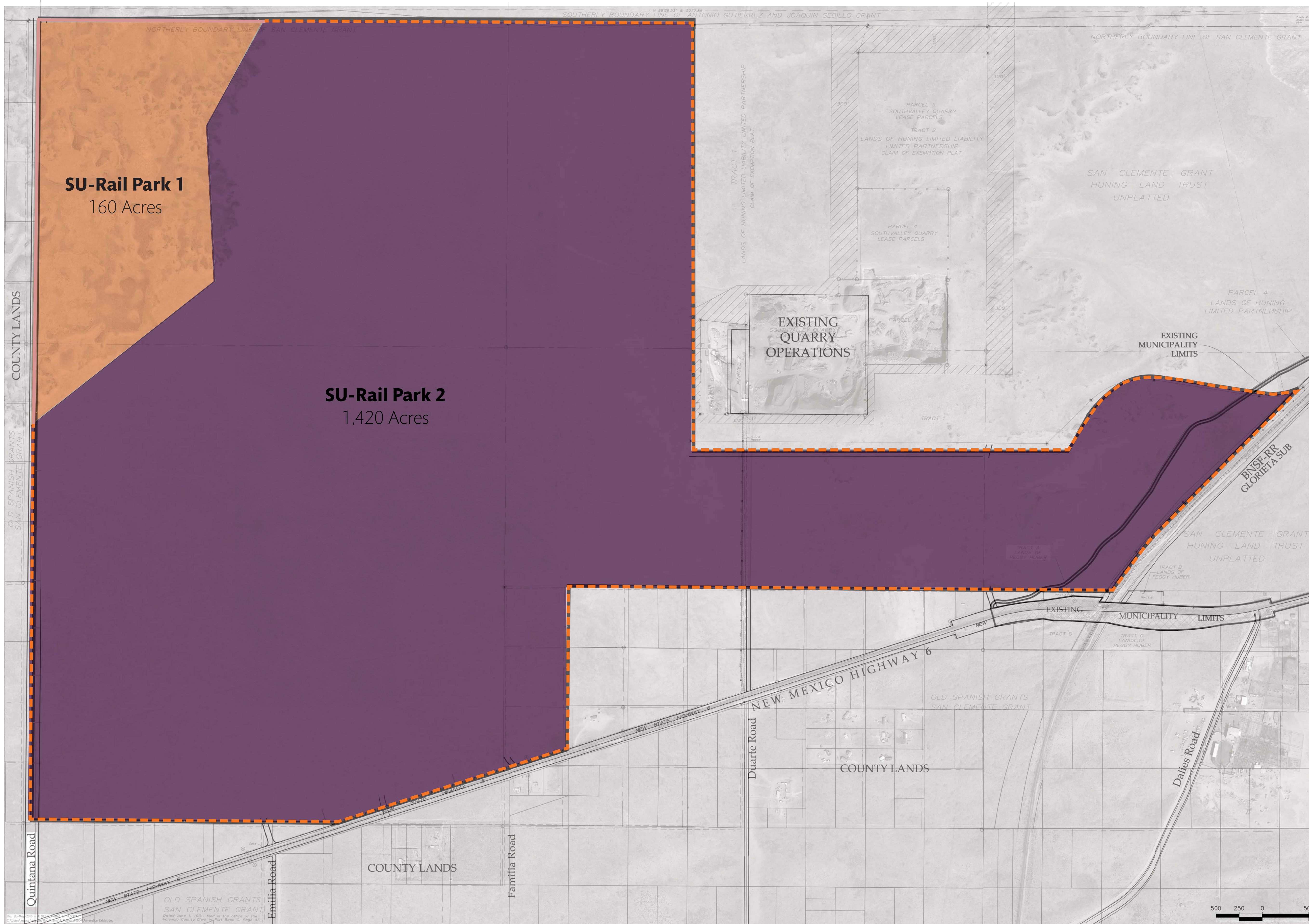
Charles Griego, Mayor

ATTEST:



Gregory D. Martin, Village Administrator

CENTRAL NEW MEXICO RAIL PARK *Development Plan*



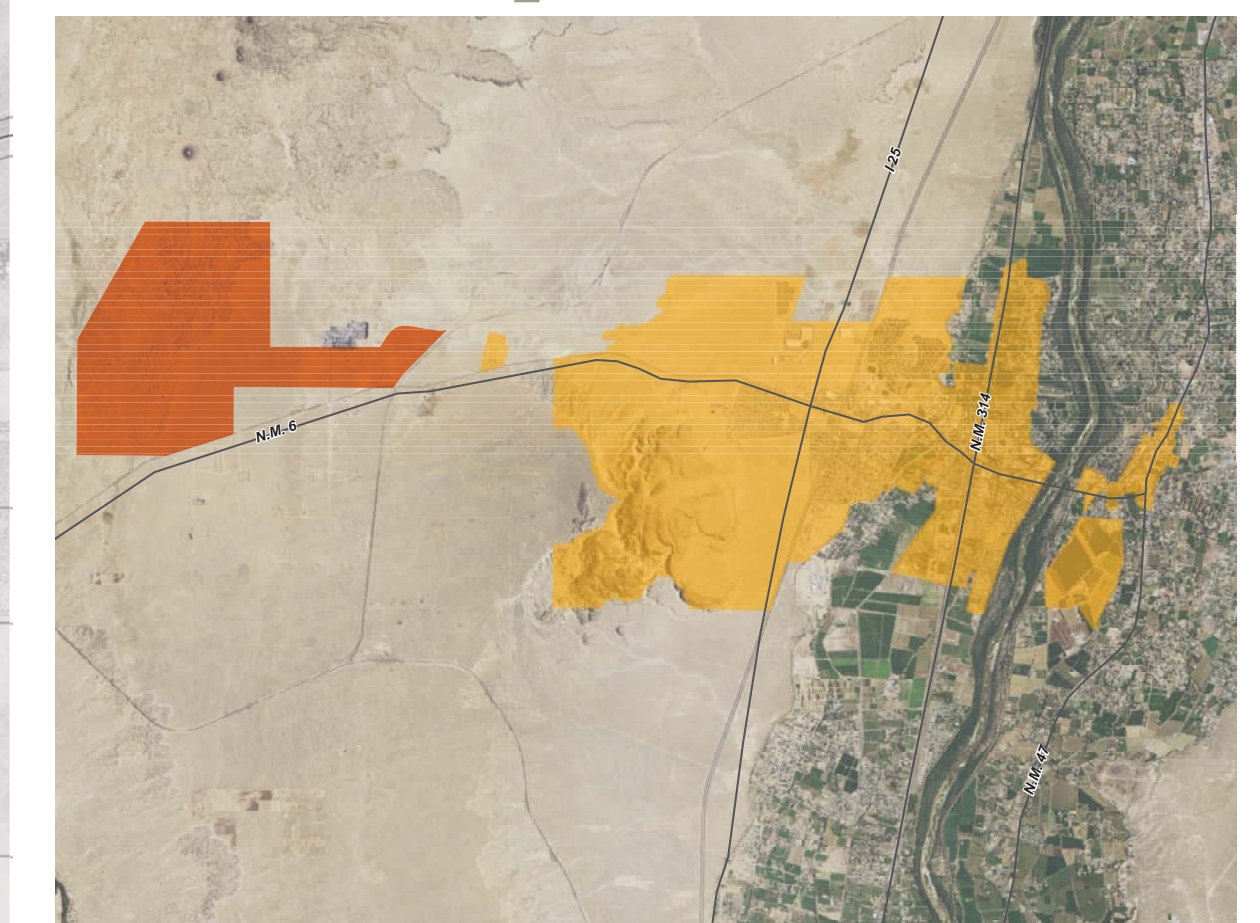
Permitted Use Table

P= Permissive C=Conditional

LAND USE CATEGORY	ZONE DISTRICT	
	SU-RP1*	SU-RP2*
INDUSTRIAL USES		
<i>MANUFACTURING, FABRICATION, AND ASSEMBLY</i>		
Manufacturing	P	P
Mining or Quarrying Operations	P	
<i>WASTE AND RECYCLING</i>		
Recycling Drop-off Facility	C	
Landfill	C	
<i>WHOLESALE AND STORAGE</i>		
Outdoor Storage	P	P
Warehousing	P	P
Wholesaling and Distribution Center	P	P

**All other uses listed as permissive under the Village of Los Lunas Zoning Code M1 land use category are considered permissive in both the SU-RP1 and the SU-RP2 zones.*

Context Map



Legend

- Legend**
- SU-Rail Park 1
 - SU-Rail Park 2
 - Project Site
 - Los Lunas



CENTRAL NEW MEXICO RAIL PARK

Design Guidelines

The Central New Mexico Rail Park Design Guidelines are intended to provide a framework that influences development patterns to create a high quality industrial development. These guidelines shall apply to all properties within the Central New Mexico Rail Park.

A. Streets

1. The layout of streets within the Central NM Rail Park should create a safe and efficient street network of collector and local streets.
2. All new streets shall generally comply with one of following roadway types:
 - Collector should contain two 12 foot travel lanes (one in each direction), 10’ landscaping strips and sidewalks on both sides of the street.
 - Local streets should contain two 14 foot travel lanes (one in each direction), 5’ landscape strip and sidewalks on both sides of the street.

B. Sidewalks

Sidewalks should serve as fundamental pedestrian facilities that enable pedestrian access to properties, business, and employment. A continuous and well-connected system of sidewalks that creates a comfortable walking environment should be provided along all streets within the Central NM Rail Park.

1. All streets within the Park are required to provide sidewalks on both sides of the street.
2. Sidewalks shall be provided along public rights-of-way at a minimum of 6 feet width and are to be constructed according to AASHTO, “Guide for Planning, Design, and Operation of Pedestrian Facilities.”
3. A pedestrian connection shall be provided that physically connects each site to the public sidewalk network.
4. Pedestrian lighting and street trees shall be installed along all sidewalks.

C. Setbacks

1. Buildings shall be located according to the following setback dimensions:
 - 25 feet from R.O.W. lines.
 - 10 feet from internal lot lines.
2. Reduced setbacks result in a more active and interesting public realm. Wherever feasible, setbacks should be reduced to site buildings near the public right-of-way.

D. Building Heights

1. The maximum building height shall be 55 feet or greater with an additional foot of setback for each additional foot of height, measured from finished grade to the tallest point of the building.
2. Roof mounted equipment such as heating and air conditioning equipment, solar collectors, and similar devices may extend above the maximum building height, but shall be screened from view through parapet walls or equipment screens.

D. Service Facility Screening

The effective location and/or use of screening devices for parking lots, loading areas, refuse collection, and delivery/storage areas is essential to limit their adverse visual impact on surrounding developments. Precautions to mitigate negative impacts of industrial development on surrounding properties should be taken in order to reduce the visibility of unsightly uses, service areas, and mechanical equipment.

1. Service facilities (loading docks, trash compactors/dumpsters, and storage yards) should be located so that they are not visible from public streets.
2. Service facilities and/or elements shall be screened to reduce their visibility from the public streets, sidewalks, and adjacent properties.
 - a. All parking areas shall be screened from adjacent streets within a minimum of 3-foot height through one or a combination of the following elements: plant materials, walls, and earthen berming.
 - b. All loading docks and vehicle access doors should be integrated into building elevations and given the same architectural treatment, material, and color as the building with which they are associated. If visible from the public right-of-way, loading docks shall be screened by walls or fencing which also match building architecture, material, and color.
 - c. All service yards and outdoor storage areas are permitted provided they be enclosed or screened from adjacent public rights-of-way by buildings, walls, or landscaping.
 - d. All outdoor refuse containers shall be screened within a minimum 6-foot tall masonry enclosure, which is large enough to contain all refuse generated between collections. Walled refuse container enclosures shall be gated and constructed to a height sufficient to fully conceal the container.
3. When security fencing is required, it shall be a combination of solid walls with pillars and offsets, or short segments of solid walls with decorative wrought iron or similar decorative fencing. Security fencing shall be compatible with the architectural theme of the building.
4. The use of chain link fencing is not permitted between any street-facing building facade and the street right-of-way.
5. All walls and fences shall be coordinated with the design and materials of the principal building in terms of color, quality, scale and detail.

E. Off-street Parking

Adequate and convenient off-street parking shall be provided in a manner that provides clear pedestrian pathways and relief from large expanses of uninterrupted paved areas.

1. Off-street parking requirements shall comply with the standards of the Village of Los Lunas Zoning Code.
 - a. Parking minimum requirements shall be 1 space for every two employees on the maximum shift for manufacturing, processing creating, repairing, renovating, painting, cleaning, assembly of goods, merchandise and equipment uses.
2. ADA compliant parking shall be located adjacent to the building entries.
3. Clearly demarcated pedestrian pathways shall provide clear connections between parking aisles and building entrances. Pedestrian paths are to maintain a minimum clear width of 6 feet and are to be shaded by adjacent trees planted at a minimum of 30 feet on center.
4. Convenient connections shall be provided from each building to the internal pedestrian circulation system and to adjacent roadways.
5. Loading areas shall be separated and screened from parking areas.
6. In order to ensure the aesthetic appeal of the Rail Park off-street parking areas should be provided in a manner that does not make parking areas the predominant feature of an individual site. Wherever feasible, parking areas should be located at the rear and/or sides of a building.

F. Landscaping

Landscaping should be utilized to create overall district identity, unify individual development sites, and mitigate the visual impacts of unsightly uses, service areas, and mechanical equipment. Landscape design should utilize a palette that is comprised primarily of regionally native plant materials to reinforce a distinct sense of place. In addition the guidelines outlined below, all landscaping design shall comply with the applicable standards of the Village of Los Lunas Zoning Code.

1. A minimum of 50% of the plant materials visible from the street shall be regionally native, low water plants.
2. High water use turf is discouraged and shall be limited to a maximum of 10% of the total landscape area.
3. Street trees shall be provided along all public streets. On collectors street trees shall be provided at 30’ on center; local streets trees spacing shall be provided at 40’ on center. All street trees must be selected from the Village of Los Lunas approved street tree list and installed at a minimum caliper of 1.5 inch.
4. Off-street parking areas shall have one tree for every twenty (20) parking spaces.
5. Prominent entries should be highlighted through landscape treatments that features a higher density, scale, and pattern of plant materials.
6. All planting areas not covered with vegetation shall be stabilized with mulches or plant material to keep soils from washing or blowing away.
7. An automatic underground irrigation system is required to support all required landscaping. Irrigation components should be checked periodically to ensure maximum efficiency. Wherever possible, landscaping design shall incorporate active and passive water harvesting techniques to reduce potable water use for irrigation.

G. Lighting

Careful consideration must be given to well-balanced lighting plan that ensures the safety, security, and aesthetics of the Central NM Rail Park while minimizing light trespass to protect the view of the night sky.

1. All lighting fixtures shall be consistent with the provisions of the State of New Mexico’s Night Sky Ordinance.
2. Lighting levels shall not exceed the standards sets forth by the Illuminating Engineering Society of North America (IESNA).
3. Site lighting system should maximize public safety while not affecting adjacent properties, buildings, or roadways with unnecessary glare or reflection.
4. All light fixtures shall be fully shielded cut-off fixtures with horizontal lamps and no lens or bulb protruding below the housing of the fixture in order to minimize the escape of fugitive light beyond the property line, and to obscure any site lighting light source that might be visible from the site perimeter.
5. The maximum height of lighting fixtures shall be 25 feet.

H. Signage

A consistent signage system that reinforces the visual character and identity of the park should be utilized as an effective wayfinding tool that informs and directs employees and visitors.

1. The following are general guidelines for the design and placement for permitted signs:
 - a. Freestanding Monument Signs
 - One free-standing monument sign shall be permitted per street frontage per premises; a second free-standing sign is permitted on any given street frontage greater than 1,500 linear feet.
 - The sign face is not to exceed 200 sq. feet.
 - The sign height is not to exceed 25 feet.
 - Free-standing signs shall be designed so that they do not require any external bracing, angle-iron supports, guy wires, or similar devices.
 - b. Wall Mounted Signs
 - One wall sign per façade per tenant shall be permitted.
 - On a wall equaling less than 2,999 square feet, the sign face is not to exceed 20 % of the wall area; for walls greater than 3,000 square feet the sign face is not to exceed 600 square feet.
 - Wall mounted signs may not project more than 1’ from the wall to which it is applied.
2. The following types of signs are prohibited within the Central NM Rail Park:
 - a. Roof mounted signage
 - b. Single-post free standing signs
 - c. Flag or vinyl banner signs
 - d. Temporary portable signs
 - e. Signage that uses moving parts, strobe, blinking or flashing lights, or signges that makes audible sounds.
3. All signage shall be designed to be consistent with and complement the architectural style, materials, and/or color of the building or site upon which it resides.
4. When more than one type of sign is used on a building or site, the styles of the signs should be consistent with one another so that the overall signage theme is harmonious.

I. Utilities

1. Any new utilities within the park must be installed underground.
2. Where above grade utilities structures are required, they shall be located, grouped and screened in a manner that minimizes their visual impact from the street.
 - a. Mechanical and other equipment located at grade and associated with specific buildings shall be screened with utility cabinets, walls or landscaping. Utility cabinet’s structures are to be constructed of materials compatible with the architectural materials used as the main elements of the building. Utility structures are to be located on the side or rear walls of buildings. If pre-fabricated fiberglass enclosures are used they shall be appropriately screened from view by walls and/or landscaping.
 - b. Rooftop equipment shall be screened from view through parapet walls or equipment screens.
 - c. Free-standing meters are not permitted.