Los Lunas Rail Runner Express Station Area Plan

May, 2008

Prepared for

Village of Los Lunas

in association with

Mid-Region Council of Governments

Prepared by

Community Design + Architecture

with

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ACKNOWLEDGEMENTS

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

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Village of Los Lunas
Resolution No. 08-10

A RESOLUTION ADOPTING THE LOS LUNAS RAIL RUNNER STATION AREA PLAN AS A STATEMENT OF VILLAGE GOALS, OBJECTIVES, AND RECOMMENDATIONS AND IMPLEMENTATION ACTIONS

WHEREAS, on January 25, 2007, the Village of Los Lunas (the "Village") resolved to actively participate with the Mid Region Council of Governments ("MRCOG") in planning efforts focusing on the current and future opportunities that the New Mexico Rail Runner Express commuter rail station (the "Station") presents to the Village; and

WHEREAS, through this effort the Village pursued a Los Lunas Rail Runner Station Area Plan ("Station Area Plan") to achieve these opportunities and to promote development near the Station in a manner which would advance Village goals and vision for the area surrounding the Station; and,

WHEREAS, the Village's vision for the station area is a vibrant area serving local residents and visitors, a walkable and pedestrian oriented environment, increased housing options, and increased Rail Runner and transit ridership; and

WHEREAS, the Station Area Plan is intended to supplement and complement the Village of Los Lunas Comprehensive Plan and would be used to guide land use, transportation, infrastructure, and other Village activities in the area surrounding the Station as defined in the maps and exhibits contained in the Station Area Plan; and

WHEREAS, Village staff has actively participated in the direction of the activities of a team of land use, transportation, infrastructure, and economic development planning professionals managed by the MRCOG for the purpose of developing the Station Area Plan; and

WHEREAS, the Village appointed an Advisory Group comprised of local stakeholders who provided direction to the planning team, reviewed the materials produced by the planning team, and reviewed the team's recommendations and conclusions; and

WHEREAS, during the planning process, the Village and MRCOG have held open meetings and hearings in order to solicit public comment and to encourage public review of the plan and supporting material; and

WHEREAS, the Station Area Plan is consistent with the Village Comprehensive Land Use plan; and

WHEREAS, the Advisory Group has reviewed the Station Area Plan and recommends that the Village adopt the Station Area Plan; and

WHEREAS, the Village of Los Lunas Planning and Zoning Commission has reviewed the Station Area Plan and recommends that the Village adopt the Station Area Plan; and

WHEREAS, after due consideration, the Village Council is convinced that the Station Area Plan is beneficial for the Village, its residents, and its regional planning partners, and that the Station Area Plan is consistent with the Statutory purpose to supplement and compliment the Comprehensive Plan, and

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL, THE GOVERNING BODY OF THE VILLAGE OF LOS LUNAS, that to achieve the Village goals and vision for the area surrounding the Station:

1. the Station Area Plan establishes goals, objectives and recommendations that shall be used to guide decisions pertaining to the transportation infrastructure and circulation network, including new streets, pedestrian paths, bicycle routes and railroad crossings; and

2. the Station Area Plan establishes goals, objectives and recommendations that shall be used to guide decisions pertaining land use and the types of land use envisioned; and

3. the Station Area Plan establishes goals, objectives and recommendations that shall be used to guide decisions the physical design and scale of private development and public improvements; and

4. the Station Area Plan establishes implementation actions that shall be used to identify and prioritize Village administrative actions, development actions, and multimodal improvement projects.

BE IT FURTHER RESOLVED BY THE VILLAGE COUNCIL that the provision, maintenance, and design of public facilities and services, including roads, buildings, pedestrian and bicycle facilities, parking lots, and public spaces shall be accordance with the goals, objectives and implementation actions of the Station Area Plan.

PASSED, APPROVED, AND ADOPTED this 8 day of May, 2008

Louis F. Huning, Mayor
Village of Los Lunas

ATTEST:

Phillip Jaramillo, Administrator
Village of Los Lunas

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Executive Summary

The New Mexico Rail Runner Express station links the Village of Los Lunas to a **regional rail system**, connecting the Village to Albuquerque, Bernalillo, and in the near future, Santa Fe. This convenient and affordable passenger rail connection makes the area around the station a more attractive place to live, visit and do business and presents a range of opportunities to the Village. The Village of Los Lunas Station Area Plan, the product of a yearlong public planning effort, describes how these opportunities should be pursued and provides a **vision for the future** of the station area. The Station Area Plan identifies the **key actions** that must take place to achieve this vision, and will **guide future decisions** by elected officials, village administration and staff, outside agencies and developers.

The vision for the future of the station area suggests substantial **changes to the traditional approaches** to land use and transportation planning in Los Lunas. **Transit-Oriented Development**, or TOD, an approach that capitalizes on synergies between land use and transportation investments, is proposed for the station area. Through application of the principles and tools of TOD, Los Lunas can become a more people-oriented, environmentally-friendly and vibrant village, one that attracts a broader array of constituents and investment for the future.

Land Use and Design

To create TOD and maximize the flexibility of landowners and developers, **two new districts** with special design controls should be designated. The **Mixed-Use Core** area should promote a special scale and intensity of development supportive of transit ridership, walking and bicycling in areas in proximity to the NM Rail Runner Express station. The broader **Station Area** designation should be established to support these goals, while protecting the existing character of surrounding residential neighborhoods.

Fundamental to the successful realization of TOD is an understanding of the **real estate market potential** of the areas around the transit station. A variety of factors affect the viability of potential future housing, offices, stores and services that might be encouraged to locate in the station area.

Within the station area there are a number of **opportunities for new development and redevelopment**. In particular, many **large parcels** under individual ownership exist in the Mixed-use TOD "Core" area and within a quarter-mile of the station, providing great opportunities for the development of TOD. In the longer-term, within existing neighborhoods in the station area there is the potential to allow increased flexibility to foster growth and improvement in these neighborhoods.

Transportation

One of the most important goals identified by the community is the need to **improve the walking environment** around the station area. To improve walking, the station area needs not only to create better connections and more walking routes around the station area, but also provide better bicycle circulation and public transit service. To achieve orderly and efficient mobility at the station area, a **station access hierarchy**, based on input from the community collected during the public workshops, is proposed. This proposed hierarchy grants priority, in descending order, to people who access the station platform as a pedestrian, from a public bus, on a bicycle, dropped off from an automobile (personal or taxi), from a private bus, and from a parked automobile. These priorities would guide public investments such as intersection improvements and roadway designs in the station area.

Development Standards

Some of the important design and development standards elaborated for the station area include:

- Allow **mixed-use development** combining residential and commercial development, to create activity throughout the day in order to support local businesses and keep streets safe and attractive.
- Require a **minimum height** of 25 and maximum of 40 feet to encourage two-story development but preserve an appropriate scale for the Village.
- Set a 10 foot **maximum front yard** setback, with required landscaping for all buildings in the Core, to encourage a more walkable, interesting urban feel.
- Require **parking** to be screened and located to the side or rear, not in front of, buildings and include landscaping to improve pedestrian comfort and neighborhood aesthetics.

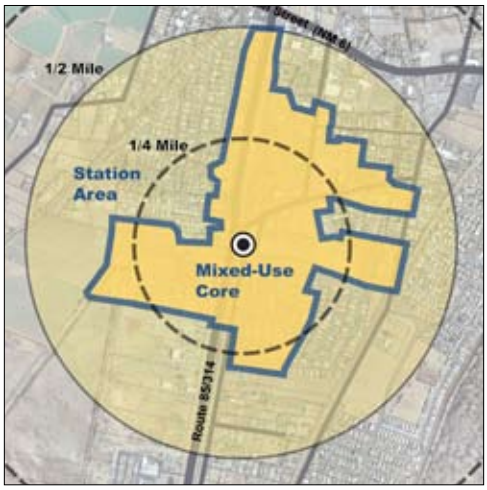
- Orient **building entrances** to sidewalks on streets, rather than parking lots, to encourage people to walk.
- Design and locate buildings in a way that **improves the experience of walking** in this part of the Village.
- Improve opportunities for **affordable housing**, to insure that a diverse and equitable neighborhood that caters to all Los Lunas residents is created.

The creation of **new zoning districts** appropriate to the station area should be one of the highest priorities for implementing the land use recommendations of this plan.

Implementation

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

- Adopt two **new zoning districts** for the area around the station, a TOD-Mixed Use district for the core station area and a TOD-Residential district for the larger surrounding area.
- Establish a local approach to **public-private partnerships** based on case studies and information from local and regional lenders.
- Estimate costs and revenues for development to **identify financing gaps.**
- **Estimate revenue potential** from public financing sources including improvement districts, bonds, and tax credits.
- **Pursue developers,** especially residential developers.
- Pursue **anchor retail tenants,** such as major retail chains, and consider policy enticements to locate in the station area.
- Subsidize **restaurants and cafés** in the station area.
- Construct **sidewalks, paths and roadways** to link surrounding neighborhoods to the station area.



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

- Courthouse Road – reconfigure lanes and add sidewalks.
- NM 314 – construct sidewalks, bicycle trail, medians and outer curb edges based on ultimate right-of-way, with medians reserved for pedestrian refuges until capacity additions are needed.
- Courthouse Road/NM 314 intersection – reconstruct to accommodate the ultimate right-of-way and enhance pedestrian crossings.

I. Introduction

In December of 2006, the Los Lunas New Mexico Rail Runner Express commuter rail station opened for service. The station provides regional transportation connection to and from the Village center. The system currently connects the Village with Albuquerque with the extension of service to Santa Fe expected by the end of 2008.

Recognizing the opportunities the Rail Runner station presents to the Village, the Village of Los Lunas, with the assistance of the Mid-Region Council of Governments (MRCOG), began a station area planning effort.

Based on input received from the public and practices which have successfully leveraged the benefits of transit systems in other communities, the principles of Transit-Oriented Development (TOD) were adopted as the planning framework. The planning team included regional planning staff, local officials, and experts in the fields of TOD planning and economics. The local public had a key role in the planning effort, recognizing that local residents are the true experts on the assets, needs, and opportunities of the local area. An advisory group worked in regular consultation with MRCOG's project manager, two public open houses were held to solicit feedback from the broader community, and articles were written for the monthly village newsletter to keep residents abreast of the effort and to solicit input.

The plan presents a vision for the station area. This vision was developed through input from project team members, the general public, lessons from other communities with commuter rail service, and planning documents such as the Village of Los Lunas Comprehensive Plan already developed by the community. General goals were identified to help achieve this vision. Objectives – more specific statements of activities – provide more specific direction to guide general Village activities to help achieve the goals. Finally, specific implementation actions and projects identify specific action to be taken to pursue the station area goals and vision.

Los Lunas station now connects many daily commuters to jobs in Albuquerque and the surrounding region.

The plan reflects input from local and regional planning staff, officials, and citizens and experts in the field of Transit-Oriented Development.

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II. The Village of Los Lunas and the Station Area

The Village of Los Lunas is a growing community located about 20 miles south of Albuquerque. The Rio Grande River runs through the middle of the Village, providing both lush natural open space and rich soils for the agricultural areas. With a good climate and a breadth of convenient amenities, Los Lunas is an appealing place to raise a family or grow a business. The Village balances a tranquil small-community feel with the diversity and resources of a much bigger city. The Village's population is estimated at 12,000 (2007) and population and income growth have outpaced the state in recent years.

The Luna Mansion is a beloved local landmark that is listed on the National Register of Historic Places.

Local History and Character

The existing character of the station area is in many ways reflective of four distinct phases of Los Lunas' history. The early ranching and farming industry of Los Lunas not only defined the current roadway and lotting patterns, which are generally oriented relative to the Rio Grande River, but is also reflected in the enduring presence of large agricultural parcels near the heart of the Village.

The railroad era that began in the 1880s redefined transportation and the local economy by linking Los Lunas to the larger region by rail and eventually by car, as the road that would become Highway 314 was established to serve the railroad. This development in many ways represents the beginning of the stories of regional connectivity and the connection between land use and transportation, of which the development of TOD in Los Lunas will be a seminal chapter.

In the 1920s and 30s, Los Lunas underwent a dramatic face lift in terms of both transportation and land use, as the original Route 66 passed through town on what is now Main Street. This development not only established the main commercial thoroughfare that persists to this day, but also catalyzed the wholesale acceptance of the automobile as the primary means of transportation for Los Lunas.

Otero's 66 Service on Main Street is a registered national landmark from the Route 66 era in Los Lunas.

Local Destinations

Many new and historic destinations contribute to Los Lunas' uniqueness and attractiveness as a place to live and visit. Some of the highlights include:

- *Daniel Fernandez Park and the original Railroad Station: site of 4th of July activities, the Archaeology Fair, and other attractions*
- *The new Museum of Heritage & Arts in the historic Agustin Archuleta Building built by the WPA*
- *Sam's tires, one of two remaining authentic Route 66 gas station buildings, located between the original International Harvester dealership building and the Jesus Gallegos House, which was once part of the Acoma Service Station complex serving travelers on Route 66*
- *The 1926 Solomon Luna School Building and the 1912 Elementary School Building*
- *The Luna Dance Hall, now a dance school*
- *The WWII memorial to Foch Romero at the Middle School*
- *The original Huning Mercantile Building*
- *The Huning Home and Luna-Otero Mansion*

Much of the landscape of Los Lunas reflects the auto-oriented character of recent history.

The fourth era, that of the commuter community, started with the construction of what would become Highway 314. Two periods of acceleration define the recent era: the 1960s, after the construction of I-25, and the 1990s and early 2000s, as population swelled as Los Lunas became a bedroom community for Albuquerque. Following the construction of I-25, which provided a quick commute to Albuquerque, the working population of Los Lunas increasingly transitioned from agriculture and small-town retail to become commuters to Albuquerque.

As the Albuquerque economy underwent a period of robust growth in the last two decades, many new jobs were created in the region. At the same time, real estate prices rose. Due to its proximity to Albuquerque, its small-town character, and its attractive natural setting, Los Lunas emerged as a popular choice for those looking for affordable housing in the Albuquerque metropolitan area.

Los Lunas Built Environment

Today, the character of the community is defined by the decisions made in each of these eras. The commuter community defines a majority of the inhabitants and, as a result, much of the built environment. Many families live in neighborhoods of relatively new, mid-level single-family homes that surround older properties of ranch homes and lower-income neighborhoods of mobile homes. Main Street remains as the central corridor of retail in the Village and still retains relics of its historic past, such as the Luna Mansion and Otero's 66 Service. The north-south highways provide the major connection to Albuquerque and regional destinations, as well as to many people's daily work, and local streets cater predominantly to private automobiles. Finally, it is the agricultural and open space around the Village that for most people defines the identity of Los Lunas. The western mesa, and the related debate regarding recent development activity there, reflect both this picturesque natural setting and the value residents place on preserving this open space.

These elements of the local character are important considerations in understanding the desired future of Los Lunas. As traffic congestion on the highways has grown, the arrival of commuter rail is timely and welcome by the community. The village has voiced its desire to offer an alternative to the current land use patterns by encouraging infill and higher density development both in the comprehensive plan and in the development of this station area plan.

Station Area Boundaries

The Los Lunas station is located at the intersection of Highway 314 and Courthouse Road. The station area, which extends 1/4 to 1/2 mile from the station, is roughly bounded by Main Street to the north, the bosque to the east, Lopez Road to the south, and the existing residential neighborhoods west of Highway 314. Figure 1 shows the boundaries of the station area, as well as the 1/4 and 1/2 mile distances from the station, which roughly correspond to a 5 and 15-minute walk, respectively, assuming a relatively direct route.

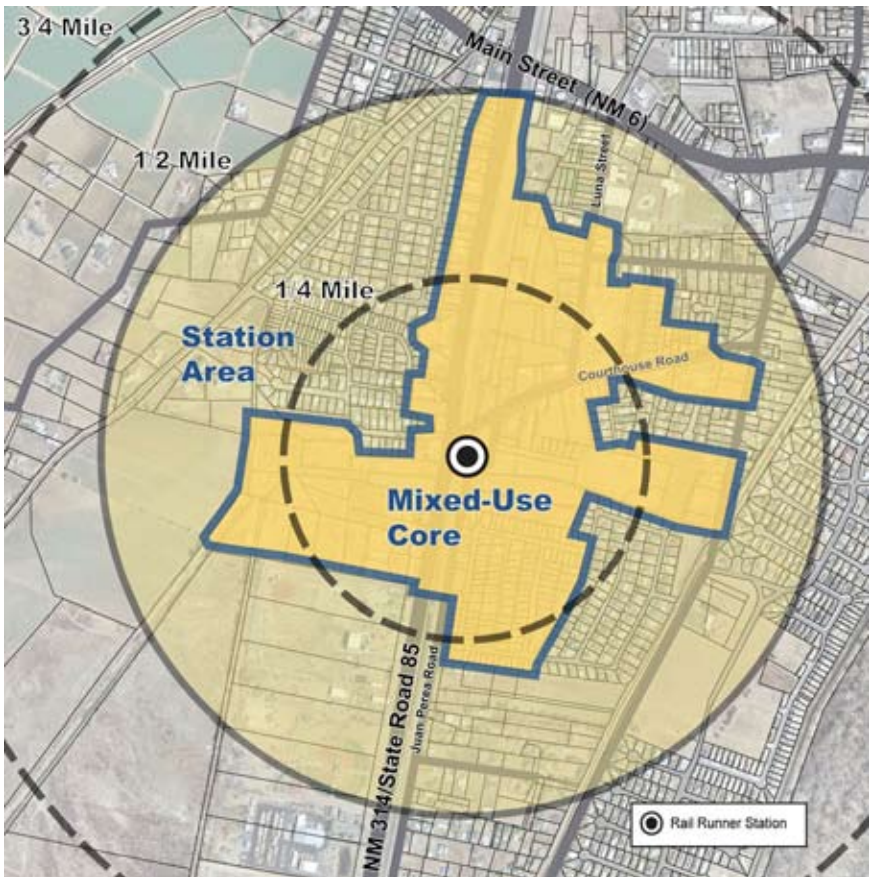

Figure 1: Map showing Mixed-Use Core, Station Area, and 1/4 and 3/4 mile radii from the station.

Current zoning reflects auto-oriented land use designations and standards.

Station Area Zoning

Current zoning in Los Lunas is predominantly characterized by relatively conventional auto-oriented land use designations and standards. Within the identified station area, a number of different residential designations as well as some commercially designated areas are present. Additionally, the station area is adjacent to Main Street, an important area that presents a unique opportunity to realize synergies in the center of Los Lunas.

Current zoning in the station area includes:

- A-R: Agricultural and low density residential including mobile homes
- R-1: Single family detached – low density
- R-2: Multi-family - higher density
- R-3: Medium density multi-family on smaller lots with common walls of attached dwelling units or patio homes
- M-H: Medium density residential, where principal home is mobile home
- SU: Permits uses not appropriate in other districts
- C-1: Wide variety of commercial activities in central business district

The predominant existing zoning is R-1; however, many larger parcels in immediate proximity to the station maintain the A-R zoning designation. Additionally, parcels zoned C-l are scattered around the station area in small pockets. The potential to rezone currently underutilized A-R parcels and to link existing C-1 parcels, as well as the number of larger vacant parcels around the station area, are all promising opportunities for rezoning to support the goal of creating TOD.

Some of the elements notably lacking in existing zoning which would be critical modifications required to properly develop TOD in the station area include:

- Floor area ratio requirements
- Design guidelines to guide and reinforce TOD
- Affordability requirements
- Mixed use zones or districts
- Reduced parking allowances
- Restrictions on non-transit-oriented uses

Additionally, the existing setbacks, lot size and height regulations, and density and dimensional regulations do not support the creation of a TOD mixed-use area that includes a balance of residential and retail uses to allow for activity, connectivity, and financially feasible commerce.

The Rail Runner Express platform, with the transportation center under construction in the background, reflects the future of transportation and land use planning in the Station Area.

Station Area Land Use

As shown in Figure 2, the area near the station has a variety of different existing land uses. The areas along Highway 314 and existing agricultural and commercial areas within the 1/4-mile radius of the station show great promise for TOD. Because of their proximity to the station, this area, referred to as the TOD Core Area, shows the most potential to generate ridership for the Rail Runner Express and to benefit from new development and jobs brought by the station. A number of large undeveloped and underdeveloped parcels, as well as some existing commercial uses, will facilitate the development of a mixed-use district immediately surrounding the station.

Existing residential neighborhoods define much of what draws people to Los Lunas. These neighborhoods are reflective of the single-family developments that are home to most of the residents of Los Lunas. A number of vacant and agricultural parcels are in the station area showing promise for future residential development, to fill in the neighborhoods and provide new housing for coming residents who may commute on the Rail Runner Express or work in the areas developed around the station.

Los Lunas residential neighborhoods are characterized by moderate-scale single-family homes.

The Los Lunas Transportation Center

The new Los Lunas Transportation Center is located adjacent to the Rail Runner Express station platform at the intersection of Juan Perea and Courthouse roads, just off Highway 314. The center includes offices for the Village departments of transportation and technology, retail spaces for new services and conveniences for commuters, and a new 115-seat indoor amphitheater for official Village functions and public use. The center will bring more daily life and activity to the area throughout the day and will include outdoor security cameras, both of which will maintain safety around the rail station.

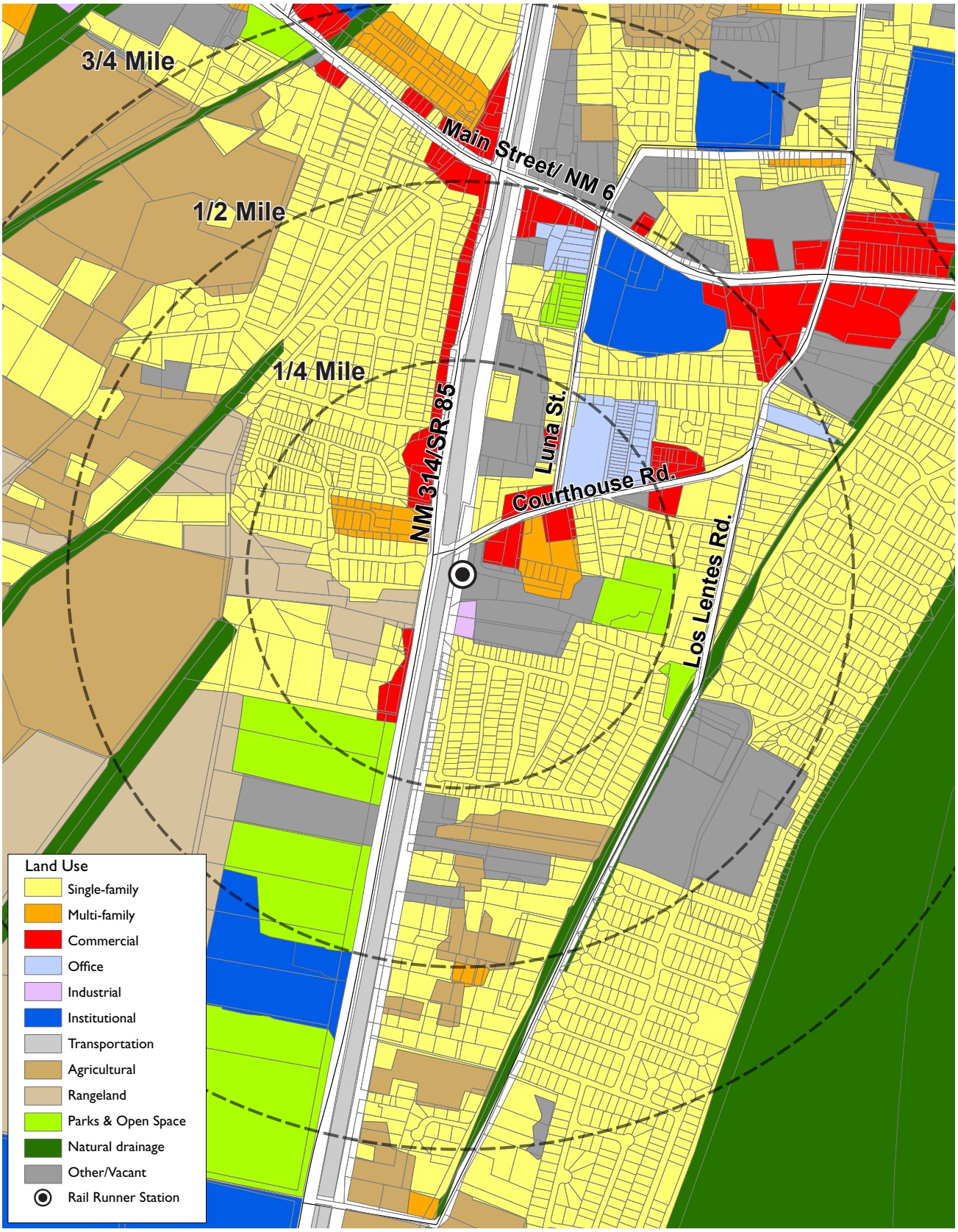

Figure 2: Existing Land Uses in Los Lunas.

Opportunity Sites

The area surrounding the station (see Figure 3) can accommodate a significant portion of the projected population and job growth in Los Lunas. By capturing some projected growth in the station area, the character of existing neighborhoods and the surrounding desert and agricultural areas can be preserved. Meanwhile, the center of the Village will offer vibrant new housing, services and resources.

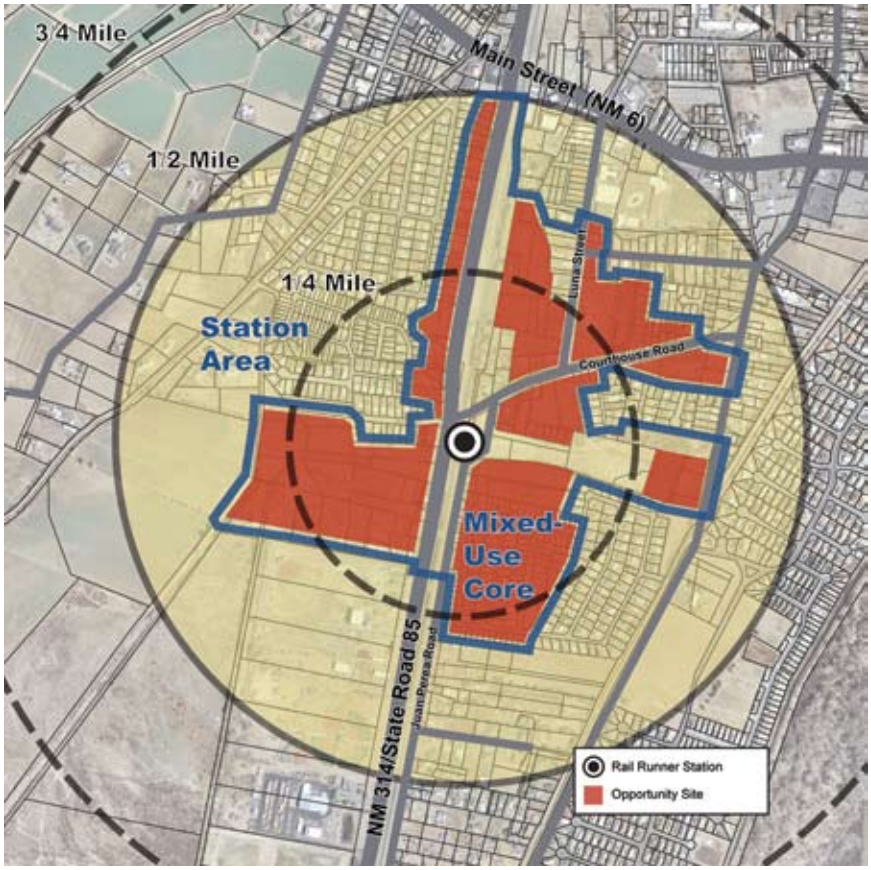

Figure 3: Map showing identified opportunity sites n the station area core.

Many existing vacant properties and underutilized sites surround the station area.

The bulk of the opportunity exists in the currently vacant and underutilized sites in the Core area. Many of the properties surrounding the station are large parcels under a single owner, which is favorable for encouraging both new development and redevelopment. A number of large agricultural and underutilized commercial sites currently surround the station and represent the bulk of the land in the Core area. Demand for residential uses near the station will provide a favorable market for the owners of these parcels to sell or develop their property. A number of smaller vacant parcels along Highway 314 provide good opportunities for live-work or mixed-use development with some ground level commercial space.

Beyond the quarter-mile radius, much of the larger station area is already built out with existing residential neighborhoods, where relatively little redevelopment and infill will occur in the near-term, but over time there may be infill development and accessory units created. These neighborhoods can provide substantial ridership to the Rail Runner and patronage to businesses in the station area if a vibrant district and good pedestrian connections are created.

III. PLANNING CONTEXT

Over the course of 2007 and early 2008, the planning team worked to study Los Lunas and the station area to identify the best approach to creating a successful station area. The current planning effort also relied on public input and on previously completed studies, utilizing previously gathered information to provide direction.

UNM-DPAC

Previous to the MRCOG-sponsored planning effort, the University of New Mexico Design Planning Assistance Center (DPAC) conducted a semester-long planning and urban design studio focused on the Los Lunas station area in the fall of 2004. DPAC is a community service of the School of Architecture and Planning at the University of New Mexico, which aids local community groups and non-profit organizations in New Mexico by providing design and planning services as part of a school course. Students in architecture, planning, and landscape architecture and their professors worked with local officials and community members to prepare a study and design alternatives for areas surrounding the station.

The DPAC urban design proposal recommended mixed-use TOD with urban open space in the station area.

The DPAC study came to many conclusions similar to those elaborated in this plan. The DPAC study focused on creating a more urban district to attract a particular market segment and providing more pedestrian-oriented streets and land uses to support ridership and aid in the realization of many of the goals of TOD. Specifically, the study also suggested inclusion of granny flats, sensitively integrated affordable housing, alley and rear-access garages, and higher densities in proximity to the station area. Many of the concepts included in the thoughtful research and recommendations of the DPAC are reflected in this station area plan.

Market Study

As part of the MRCOG-sponsored 2007 station area planning process, the team completed the New Mexico Rail Runner Express Transit Oriented Development Market Evaluation to assess trends in residential and commercial development. The study concluded that the development potentials are geared more towards residential development in the near term, while support for commercial uses is expected to grow over time. Factors affecting the market for TOD in the Los Lunas station area – both positively and negatively - include:

Los Lunas is a growing village, with new housing driving the real estate market.

New retail space is being developed to support the growing population of Los Lunas.

- **Expanding Market Conditions –** One of the most evident features of the Los Lunas market is its accelerated expansion over the past three years. Local residents and Albuquerque commuters have found it to be a good investment and have increased demand to new levels. Retail development has responded to the growth in rooftops. A submarket with high growth is generally conducive for niche projects, such as TOD.
- **Land Supply –** The station area offers parcels of significant size under single ownership, reducing the challenges associated with land aggregation.
- **Inadequate Infrastructure –** Infrastructure and traffic problems – particularly around the intersection of Highway 6 and Highway 314 – must be addressed to facilitate development.
- **Market Capture East of I-25 –** The market is booming adjacent to the I-25 corridor with conventional commercial and residential development. The challenge is to capture some of this activity in the station area.
- **Daytime Population Dilemma –** The low daytime population of Los Lunas is a restraint to the existence of more retail in the area of the station. There are modest contingents of commuters in the morning and evening, but these are unlikely to support more retail on their own.
- **Local Perception –** Past attempts at townhouses have not absorbed well, but were arguably not done at the "right" time or location.
- **Latent Demand –** Many Valencia County residents will be looking for a smaller house in retirement and do not want to leave the vicinity of Los Lunas. This population is ideally matched for a higher density neighborhood such as what is possible around the Los Lunas station.

More detailed TOD Market Evaluation findings are presented in Appendix A.

Plan Precedents

The Village of Los Lunas Comprehensive Plan

The Village of Los Lunas Comprehensive Plan, adopted in 1999, is the Village's policy statement intended to guide future Village-wide growth towards the realization of broad land use, community character and resource goals. The Comprehensive Plan details issues and goals for housing, the environment, growth, traffic congestion, flooding, employment and economic health. While focusing on a unique portion of Los Lunas, the Station Area plan is consistent with the vision of the Comprehensive Plan and advances a number of the its goals and objectives, including:

Land use and Growth Management

- Encourage new growth through infill development within the Village limits.
- Implement zoning policies that achieve a desirable mix of different land uses and densities, preserve existing neighborhood character, and respect the rights of private property owners.
- Achieve a range of housing densities that will ensure efficient use of land within the Village limits and the extraterritorial planning area.
- Encourage patterns of land use that decrease trip length of automobile travel and enable trip consolidation.

The Village of Los Lunas Comprehensive Plan guides new development in the Village to realize village goals for growth.

Commercial and Industrial Development

- Allow and encourage appropriate commercial development in Los Lunas to create a stable and sufficient revenue source that will permit the Village government to perform necessary services.

Visual Appearance

- Improve the visual quality of Los Lunas by adopting sign regulations that preserve the visual aesthetics of the Village.
- Support and preserve cultural traditions and neighborhood identity.
- Utilize the existing community identity as a reference when evaluating new public or private development.

The comprehensive plan seeks to improve the visual quality of architecture and public space in the Village.

One of the primary goals of the comprehensive plan and this station area plan is to focus growth within the Village to preserve natural open space in the surrounding area.

Parks, Recreation and Open Space

- Provide diversified parks and recreational facilities and services throughout the Village in areas convenient to residential developments.

Housing – Availability and Affordability

- Support an adequate supply of affordable housing in order to provide low-income housing opportunities in Los Lunas.

Natural Resource and Environment

- Become involved in regional planning efforts regarding issues that affect natural resources and the environment.

Employment/Economic Development

- Encourage a diverse mix of economic development and employment opportunities that balances social, economic, and environmental values and goals.

Transportation

- Create a comprehensive, safe, and efficient circulation system.

The Station Area Plan also incorporates information and analysis of other plans, including the Valencia County Mobility Plan (2006), and the Village of Los Lunas Transportation Master Plan (2006).

Metropolitan Transportation Plan (MTP)

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

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

Transportation Improvement Program (TIP)

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

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

Advisory Group

An advisory group was one of the primary feedback channels for the local community. The group included members of the local government, local business owners with interests in the immediate station area, individuals representing special interests valuable to the planning process and members of the general public who were involved in previous planning efforts in the Village. The advisory group participated in the initial project scoping, helped identify project priorities, and previewed and made recommendations on draft presentation materials before the public open houses. Advisory group participation was an extremely valuable tool for providing direction to the process as well as assessing the analyses and recommendations of the project team.

Public Open Houses and Information

Two public open houses were held to present the goals and study results to residents, business owners, and other interested parties. The public open houses, held on July 10th and November 8th, 2007, sought feedback on the project team's findings and direction in terms of the desires, needs, and concerns of the community. Public notification for the open houses included written notice to all addresses within 2/3 mile from the station (extracted from the Valencia County assessor's database); fliers distributed by advisory group members and Village staff, notice in the Village newsletter and the Valencia County News Bulletin, and through the Chamber of Commerce list serve.

A series of public workshops were held to give village residents and business owners an opportunity to weigh in on the plan and what they wanted the future of Los Lunas to look like.

At the first workshop, the station area planning team presented the goals of the planning process and the goals for the Los Lunas station area to approximately 65 attendees, including several state and local elected officials. The project team solicited public feedback on the station area's assets, needs and opportunities, priority projects to enhance the area, and the desired scale and character of development. To frame the discussion, the team presented market research findings. Based on input from the community, the Team created a framework for new development, which is reflected in the land use concept described in Section V, page 49.

At the second meeting, the team presented refined concepts from the first workshop, including proposed land use concepts for the station area and more detailed pedestrian, bicycle and multi-modal station access concepts. The public offered input one-on-one with the consultants and staff at a series of boards illustrating potential station area circulation and land use concepts. More than 40 participants were asked to indicate their top priority improvements for corridors and intersections around the station; the NM 314 corridor and the intersection of NM 314 and Courthouse Road were the highest-ranked improvements.

The monthly Los Lunas newsletter included a number of articles keeping the surrounding community up to date on the project status, process, and solicit feedback. Newsletters in June, July, November, and December 2007 notified Village residents of upcoming public outreach meetings and directed them to online resources for more information on the plan. The newsletter will continue to be an important channel of communication in the future as the station area plan begins to unfold.

May, 2008

Village of Los Lunas

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Volume 12 Number 3 April 2008

Rail Runner Station Plan Draft To Be Available

The Draft Village of Los Lunas Station Area Plan, the product of a yearlong public planning effort, is nearing completion.

Los Lunas residents are encouraged to review and comment on the document.

Copies of the draft are available for review at the Village Administration Building (Don Pasqual and Main Street), the Los Lunas Library (460 Main Street), and can be viewed on the Village of Los Lunas website at www.loslunasnm.gov/railrunnerdraft.

The Station Area Plan will guide future changes in the area within one-half mile of the Rail Runner station. Specifically, the plan proposes the creation of a vibrant new district surrounding the station.

This area will offer convenience to people living near the station and traveling through by all modes of transportation, including rail commuters, local transit riders, drivers, cyclists, and, especially pedestrians.

The plan envisions retail destinations at the heart of the station area, as well as a range of housing types and sizes to meet the broader needs of the station area, the Village, and the region.

The plan proposes strategies for improving the station area and accommodating new development, including recommendations for future zoning modifications, though the plan itself does not change existing zoning.

The Village currently has no intention or need to use eminent domain (condemnation of property) to implement the plan. In fact, the plan potentially improves property values by allowing more flexibility in how properties can be developed.

One of the goals of the plan is to make Los Lunas a more people-oriented, environmentally-friendly and vibrant village.

Key elements of the plan include:

- Land use and design guidance,
- Recommended transportation improvements to improve safety and convenience,
- Development standards to ensure that new development is appropriate to the architectural style and scale of Los Lunas, and
- Implementation priorities and responsibilities to help achieve the plan goals.

Local and regional planning staff developed the plan based on goals and needs identified by the public through two well-attended public open houses, input from the Village Council and Planning and Zoning Commission, and the input of an advisory committee

Continued on page 3

The Transportation Center at the Los Lunas New Mexico Rail Runner station will be open this year.

The village newsletter kept residents up to date on planning meetings, work in the station area, and updates to the Rail Runner Express schedule.

IV. Station Area Vision, Goals and Objectives

Station Area Vision

The Los Lunas Rail Runner Station Area will be a focal point of the Village of Los Lunas. The station will be the nexus of transportation networks for the surrounding areas, providing important transit connections to downtown Albuquerque and the region. Strong pedestrian and bicycle linkages will connect the station to the restaurants and businesses on NM 314 and Main Street and to the surrounding residential areas.

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

The station itself will be an important contributor to the economic vitality of Los Lunas. With easier access between Los Lunas and jobs across the region, new residents may choose to live in Los Lunas, and in particular near the station. This population will patronize businesses in the station area to buy coffee and a newspaper, pick up dry cleaning, or take advantage of restaurants and other services. These residents of the Village will also contribute to housing construction, patronize local businesses, be involved in the school districts, and create a more robust and vibrant future for all of Los Lunas.

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

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

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

Increased street vitality is both a result of good pedestrian streets and a catalyst for more people to walk. Mixed-use buildings, an effective and attractive public transit system, and an appropriate level of density and activity all contribute to safe and vibrant neighborhoods. Additionally, creating opportunities for affordable housing in mixed-income settings can ensure more diverse neighborhoods enabling the local workforce to live in the neighborhood in which they work.

The Los Lunas station area will be a vibrant district at the heart of the Village. It will be the center of many neighborhoods where higher quality of life, affordability, and transportation choice are all inherent in the design and layout of the streets, buildings, and homes. These neighborhoods will invite new families, professionals, businesses, and services into the heart of Los Lunas to strengthen the community that is already there, and protect the valuable and scenic open space around the Village.

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

Transit Oriented Development

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

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

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

In addition to improving many commuters connection to their jobs in nearby employment centers like Albuquerque, the station area can be a catalyst for economic growth within Los Lunas.

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

Station Area Goals and Objectives

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

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

Land Use Goals and Objectives

Goal: Provide a range of land uses around the Los Lunas Rail Runner Express Station that will create a destination and provide opportunities for a wide range of residential lifestyles, work environments, retail, entertainment, and services.

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

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

Objective LU-3: Ensure that the style and scale of new development is appropriate to the existing context of Los Lunas.

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

Objective LU-5: Provide incentives for infill and redevelopment around the station to encourage the improvement of existing developed properties.

Open Space Goals and Objectives

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

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

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

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

Housing Goals and Objectives

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

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

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

Objective H-3: Encourage the use of upstairs spaces in retail and office buildings for housing, to foster an environment with activity throughout the day.

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

Economic Development Goals and Objectives

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

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

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

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

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

Urban Design Goals and Objectives

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

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

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

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

Objective UD-4: Develop pedestrian oriented wayfinding to destinations in the station area that will further establish the station area identity, including historic sites and structures and other heritage tourism destinations.

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

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

Circulation Goals and Objectives

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

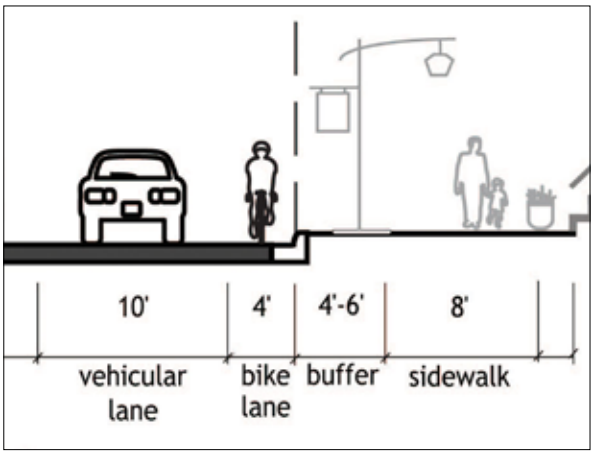
Objective C-1: Encourage the creation of a more connected street network in the vicinity of the station, as elaborated in Section V, to create alternative routes and avoid concentrating traffic on Highway 314 and Main Street.

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

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

Objective C-4: Improve pedestrian connections across intersections; especially Highway 314. Shorten crossing distance, improve crosswalk marking and signals, and heighten driver awareness of crossings to improve pedestrian safety and comfort.

Objective C-5: Provide continuous bike lanes on streets according to the recommendations in the proposed bicycle facility map on page 44.



Multi-modal streets that address the needs of all users are critical to a successful transportation network in Los Lunas.

Improved crossings are necessary on major auto-corridors such as NM314 to ensure that pedestrians can safely cross what is currently considered a major barrier.

Large street facing parking lots discourage walking by creating uncomfortable and large expanses of "no-man's land" that people must cross to access businesses.

Parking Goals and Objectives

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

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

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

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

Objective P-4: Encourage the provision of bicycle parking in new development and adjacent to public destinations.

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

V. Station Area Recommendations

Circulation

The overarching goal of the circulation plan for the Los Lunas station area is to create a district that is safe and attractive for pedestrians, bicyclists, transit riders, and motorists to travel to and within. To achieve this goal, a variety of street types are proposed around the station to serve different functions and modes of transportation. These street types function together to form the transportation network.

One of the most important goals identified by the community is the need to improve the walking environment around the station area. To carry out this vision, it is important to build new transportation facilities that consider the type of walking that will occur in this area. As an example, commuters will be walking to the station from residences, visitors will be walking to entertainment destinations, and children will be walking to school. To facilitate such trips, at a minimum all new and existing streets should be constructed with sidewalks on both sides of the street. Additionally, building more pedestrian friendly intersections at key locations is critical to maximize pedestrian safety and comfort. Intersection safety will be increased by:

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

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

Currently, walking is unsafe and unattractive in many areas of Los Lunas. Improved conditions for walking was identified as a primary objective through stakeholder outreach.

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

Long crossings and discontinuous sidewalks make many of the larger roads, such as Highway 314, uninviting for pedestrians.

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

Additionally, the station area should be accessible for people who do not have a motor vehicle, choose not to use one, or are not capable of driving (such as certain groups of teens, seniors, and persons with disabilities) or who choose not to or are unable to ride a bicycle. Local bus service plays an important role in connecting people in this category to the station area. To achieve this objective, it will be critical to increase awareness of the existing Village's call and ride bus system. Moreover, following the direction of the Valencia County Mobility Plan, a fixed route system should be designed to serve emerging destinations within five miles of the station area.

Residents living in existing neighborhoods near the station also expressed the desire for convenient access to the station area. When constructing new transportation facilities it will be critical to maintain or improve connectivity with the neighborhoods near the station area wherever possible. Establishing safe pedestrian and bicycle connections between neighborhoods and the station area will be a primary objective in improving neighborhood access.

As the region develops, the NM 314 roadway corridor should not be a barrier to pedestrian and bicycle activity on either side of the station. In an effort to break down the barriers in the NM 314 corridor, parallel routes that provide people making regional trips with alternatives to traveling into the core station area need to be considered. Parallel roadways that would achieve this objective are proposed as part of the Valencia County Mobility Plan. The new routes would provide additional east-west connections to I-25 to help manage increased congestion in the NM 314 corridor, particularly at the intersection with Courthouse Road and the intersection with NM6.

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

Station Area Transportation Design

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

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

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

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

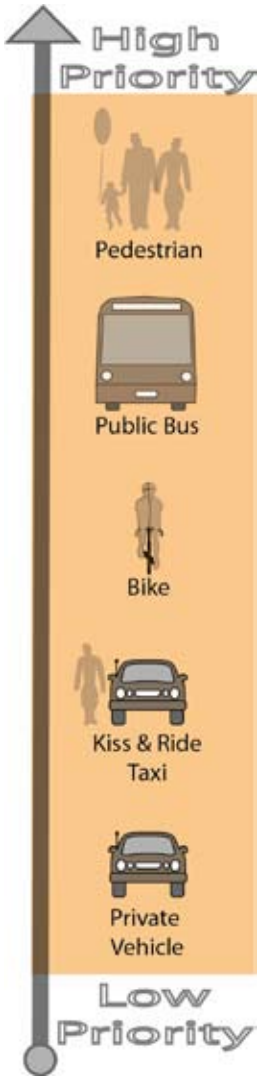


Figure 4: Station Access Heirarchy

Transportation Network Connectivity

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

The current roadway network will be the "backbone" for the future transportation network. Although the current roadway network offers some level of connectivity for motor vehicle travel, it is inadequate for the high level of non-motorized travel anticipated in the station area. As shown in Figure 5, to accommodate future demand or both non-motorized and motorized travel, parallel roadways are recommended with the redevelopment of the station area. Constructing parallel roadways provides an alternative to expanding current roadways – which would result in a less favorable environment for non-motorized travel and is consistent with the station access hierarchy.

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

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

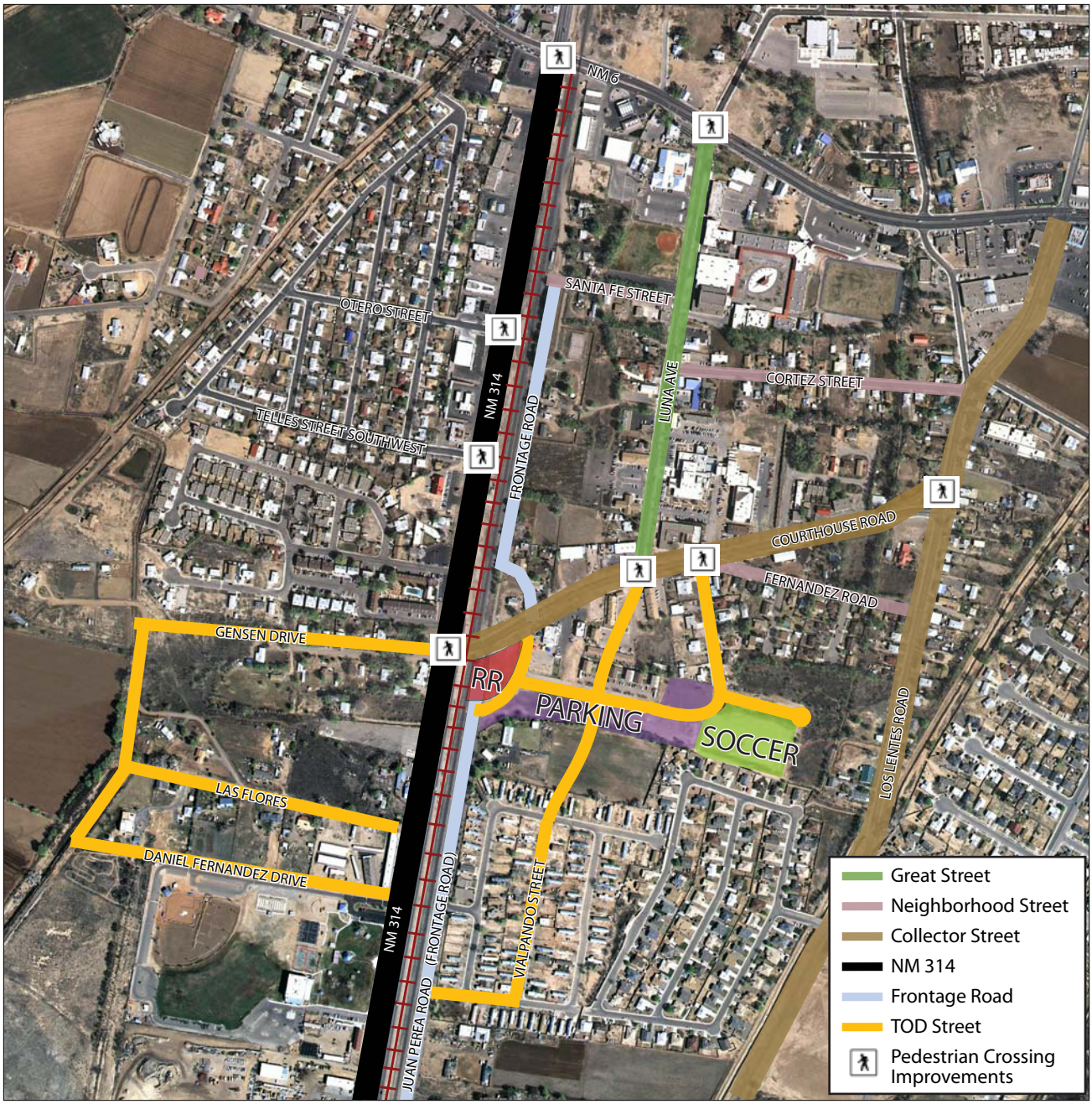


Figure 5: Station Area Street Network

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

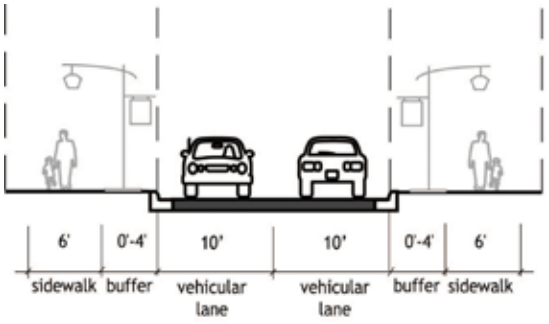
Street Typologies

The following street typologies are designed to create a safe and attractive environment for pedestrians, bicyclists, and motor vehicles in the station area. While streets in the station area accommodate all modes of travel, each typology is designed to achieve a primary transportation goal. For example, the highway typology is designed to move vehicles quickly to regional destinations while creating safe pedestrian environments. The collector efficiently moves cars and bicycles through the station area while maintaining strong pedestrian connections. The TOD street creates an urban environment while accommodating multimodal travel. Each street typology serves a special function in the transportation network at the station area.

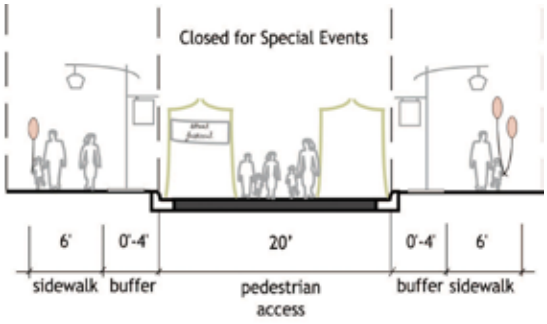
Local bus transit is not specifically called out in any of the street typologies. However, the street typologies do not preclude bus transit circulation. While the station area's regional transit service is the Rail Runner, the local call and ride system will continue to be an important component of the circulation system (as noted in the Valencia County Mobility Plan). As the demand for local transit service increases, formal stops in the station area will need to be determined.

The Great Street

The great street is designed to be a community focal point. The street can be closed to vehicles for special events where the community gathers to share experiences. Luna Street, which is located one block east of the station, will be the most notable street in the station area. Its close proximity to the Los Lunas station makes it an excellent choice for promoting special events with local and region-wide appeal.



20' Curb to Curb
40' Right of Way



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

Bicycle: The great street is a signed bicycle route where vehicles and bicyclists share the road. Signs and ground markings increase safety informing drivers that bicycles are using the road. During special events the street will be a dismount zone and bicycle activity will be limited.

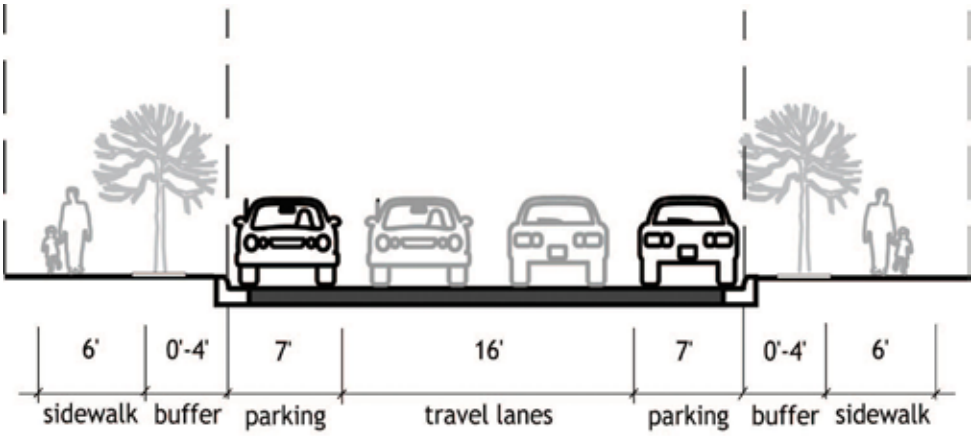
Buffer: The great street buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Auto: The great street has narrow travel lanes and is signed with a 15 MPH design speed. Luna Street will provide additional access to mitigate trips from the NM 314/NM 6 and NM 314/ Courthouse intersections. On street parking is not available on this street and vehicle access will be restricted during special events.

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

The Neighborhood Street

The neighborhood street is designed for residential neighborhoods and creates a comfortable environment where neighbors can interact. Narrow travel lanes and on street parking slow traffic to a safe speed, while xeriscape buffer zones generate a charming "Southwestern" streetscape for pedestrians.



30' Curb to Curb
50' Right of Way

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

Pedestrian: Neighborhood streets are designed with on-street parking and xeriscape buffer zones to create separation from vehicle traffic. This makes walking around the neighborhood enjoyable while creating an active, vibrant, attractive and safe neighborhood.

Bicycle: Bicyclists share the travel lanes with vehicles on neighborhood streets. Lower traffic volumes and slower speeds make bicycle travel safe and pleasant.

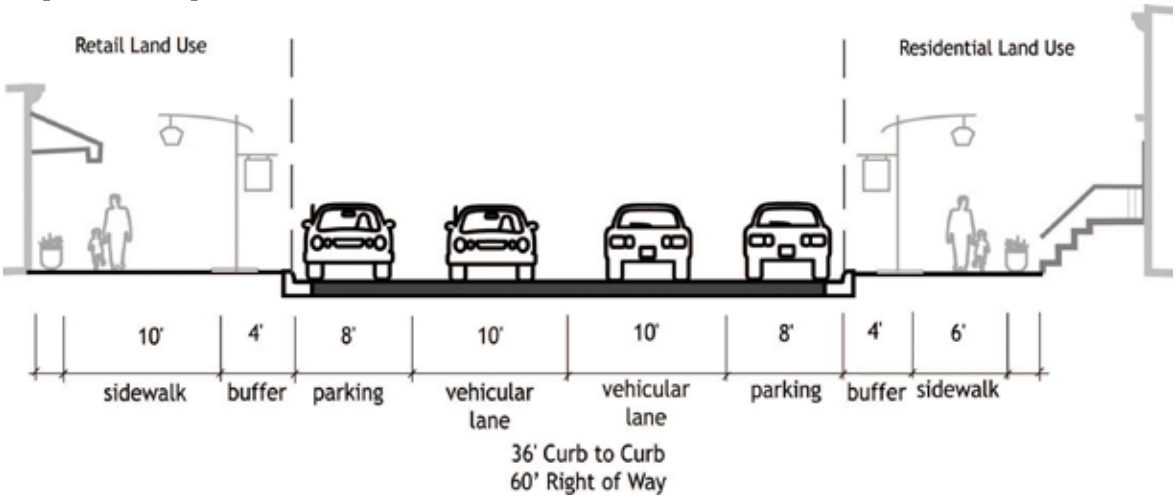
Buffer: The neighborhood street buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: The neighborhood streets will have a 15 MPH design speed and allow for courtesy passing if two vehicles are parked on street. Parallel parking on both sides of the street and narrow travel lanes are key features used to slow traffic.

The TOD Street

The TOD street is designed to evoke an urban feel and to reflect a vibrant street life. All modes of transportation are present on these very active streets. People use wide sidewalks that have a high level of urban design detail, including interesting lighting, benches, and other amenities. Bicyclists navigate the streets that are marked to make sure vehicles know they are sharing the road. Cars drive slowly looking for their destination and parking.

TOD streets are designed in a highly connected fashion to create multiple routes and access points. The block lengths are shorter than those found in a collector street layout, making them ideal for pedestrian exploration.



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

Bicycle: All TOD streets have bicycle routes that include street signs and ground markings to increase safety by notifying vehicles of bicycle usage in the area. Sidewalks on TOD streets are designated as dismount zones to ensure everyone using the sidewalk is safe.

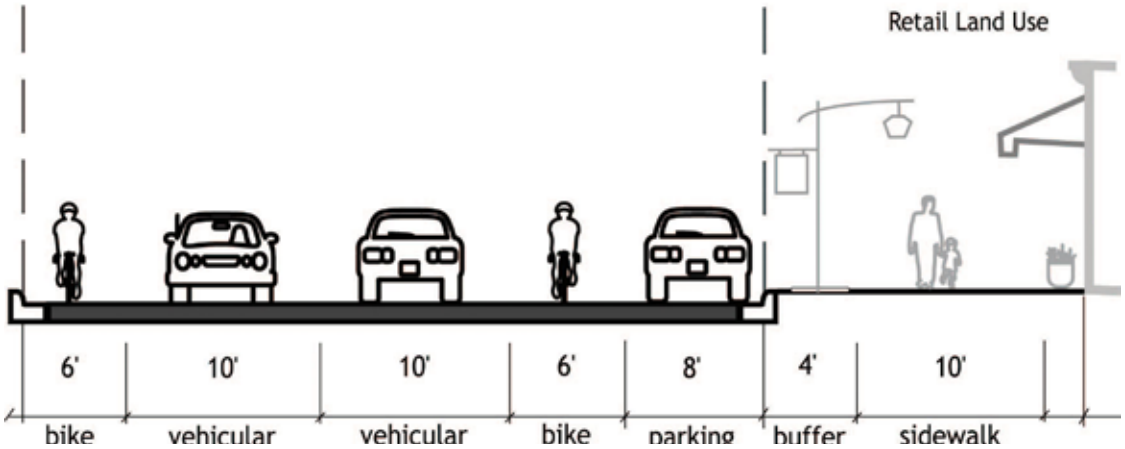
Buffer: The TOD street buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: TOD streets provide vehicle access to station area destinations. On street parking, bicyclists, and general street activity keep vehicle speeds slow to increases safety for all TOD street users. The TOD streets will have a design speed of 15 MPH.

The TOD street is designed to allow a mix of uses and a mix of modes of travel, but with a focus on creating an attractive, exciting and active pedestrian environment where people want to spend time.

The Frontage Road

The frontage road is a unique road in the station area. It provides access to station area parking and access for neighborhoods east of NM 314. It also provides critical north-south multimodal access to the station area. Juan Perea Road currently exists as a frontage road on the east side of NM 314, south of Courthouse Road. The TOD street network includes a new extension of the frontage road north of Courthouse Road. Retail land uses adjacent to the east side of the frontage road could create interest and activity along the corridor. This activity might be noticed by people traveling on NM 314 and draw them into the station area.



Pedestrian: The frontage road has sidewalks on the east side of the street that provides access to adjacent land uses. The sidewalks provide a safe walking environment that is not uncomfortably close to the railroad tracks or NM 314.

Bicycle: The frontage road provides a north-south connection for bicyclists who might not have access to the bicycle path along NM 314 or desire a higher speed connection. The frontage road provides a designated bicycle lane in each direction.

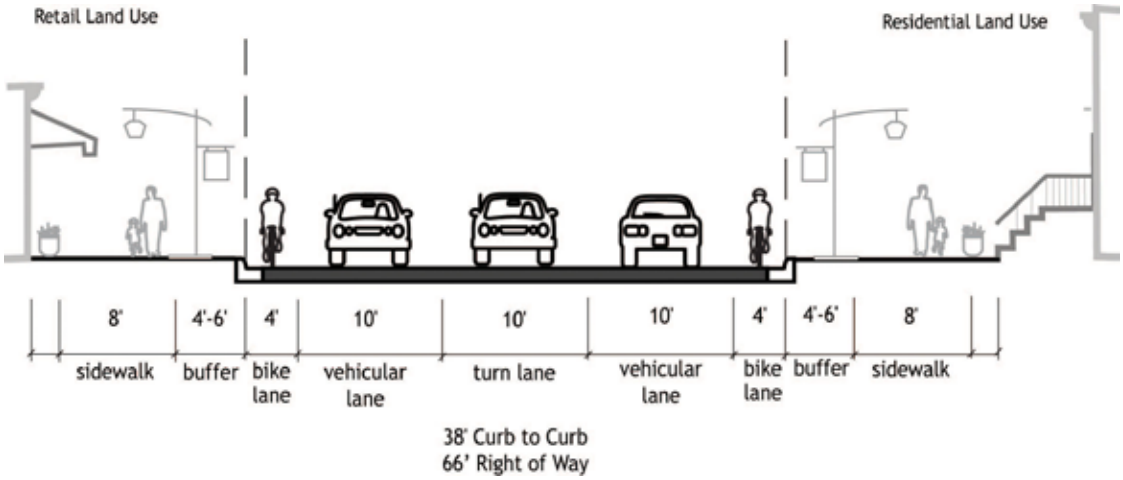
Buffer: The frontage road buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: The frontage road provides a parallel connection to NM 314 that facilitates access to destinations located on the east side of the street. The frontage road could also provide access to future Rail Runner parking adjacent to the railroad tracks south of the station. The frontage road will have a design speed of 30 MPH.

The Collector

The collector street is intended to be a conduit for efficiently moving vehicles and bicyclists to and from the station area. Bicycle lanes, a center turn lane, and the lack of on street parking reduce friction to allow slightly higher design speeds compared to TOD streets. Also, intersection spacing is less frequent on collector streets. Less frequent intersection spacing allows vehicles to move at steady speeds for more sustained periods of time.

Furthermore, all changes to roads designated as collectors will take place within the existing right-of-way (ROW). As ROW is not always consistent, the above diagram is an illustration of minimum standards for the most constrained ROW. Where feasible, the bicycle lanes should be widened to 5 feet. If additional ROW is still available the center turn lane should be widened.



Pedestrian: The collector street has ample sidewalks to accommodate pedestrians. The collector street does not have on street parking to create a buffer from traffic. Additionally, vehicles will be moving at slightly higher speeds than on the TOD street, but continue to provide a high quality pedestrian environment.

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

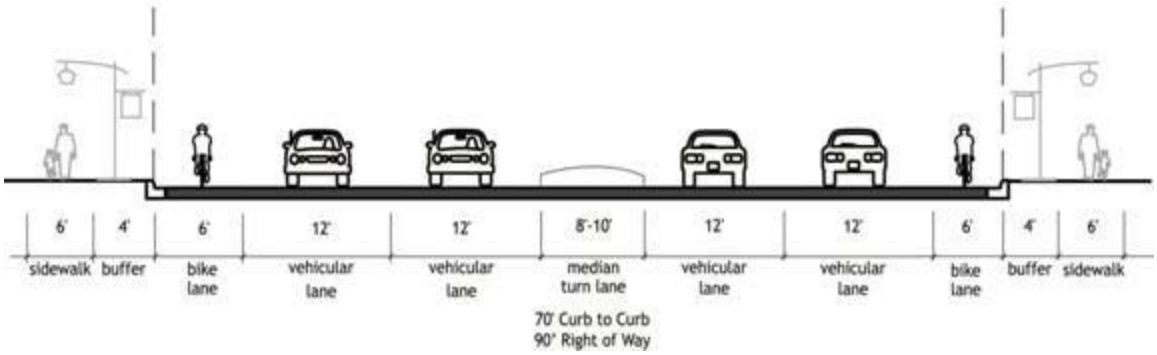
Buffer: The collector buffer areas will be treated and completed to ensure an attractive and safe pedestrian environment. Consideration will be given to use, appearance, and maintenance issues.

Automobile: Vehicles have one travel lane in each direction as well as a center turn lane. On street parking is not provided given the function of the roadway in the network and the right of way constraints. These factors allow speeds of up 35 MPH. The collectors will also function as parallel streets to distribute traffic efficiently in the station area as development occurs.

The Highway

NM 314 is a state highway that carries large volumes of traffic to varied destinations. It currently is a high capacity road designed to move vehicles efficiently and has no accommodations for bicycles or pedestrians. Although this roadway is part of a regional circulation system, it is located in the core of the station area and introduces challenges for motorized and non-motorized vehicle circulation. Following the station access hierarchy, the section of NM 314 in the core station area will need to be redesigned to accommodate all modes of travel.

The highway prototype introduces multimodal activity while retaining the existing capacity for motorized vehicles. Additionally, design speeds through the TOD area will be lowered to 25 MPH in the core area. Outside of the corridor the design speed can remain at 35 MPH.



Pedestrian: Sidewalks will be added to both sides of NM 314 and will include new pedestrian scale lighting. Additionally, the facilities will be designed to accommodate safe and comfortable crossings at major intersections.

Bicycle: On-street bicycle lanes will be added consistent with NMDOT statewide bicycle planning and the Valencia County Mobility Plan.

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

Automobile: NM 314 is a regional road that will continue to experience increased regional travel. In the future, parallel roads will need to be constructed in accordance with the Valencia County Mobility Plan to manage congestion at the Courthouse/314 and NM6/NM314 intersections. On-street parking could be added as shown in the next section.

NM 314 and Courthouse Intersection Concept

The intersection of NM314/Courthouse Road will require specific attention since it is directly adjacent to the station and the heart of the station area. Because the alternative pedestrian and automobile track crossings are located approximately ½ mile from the station, this intersection will be used by a large portion of those accessing the station from the west by foot or bicycle. In its current condition the intersection presents a significant obstacle to those wishing to access the station from the west by foot or bicycle. Two preliminary concepts for this intersection are shown below.

Figure 6: Concept A- Bike Lanes and Sidewalks

Figure 7: Concept B- Bike Lanes, Sidewalks, On-Street Parking

Generous sidewalk widths and a landscaped median to buffer pedestrians from vehicular traffic.

High visibility materials at major intersections and near railroad crossings.

Countdown signals for pedestrians provide safer crossing, especially across wider streets.

On street bicycle lanes in the station area

Bicycle Circulation

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

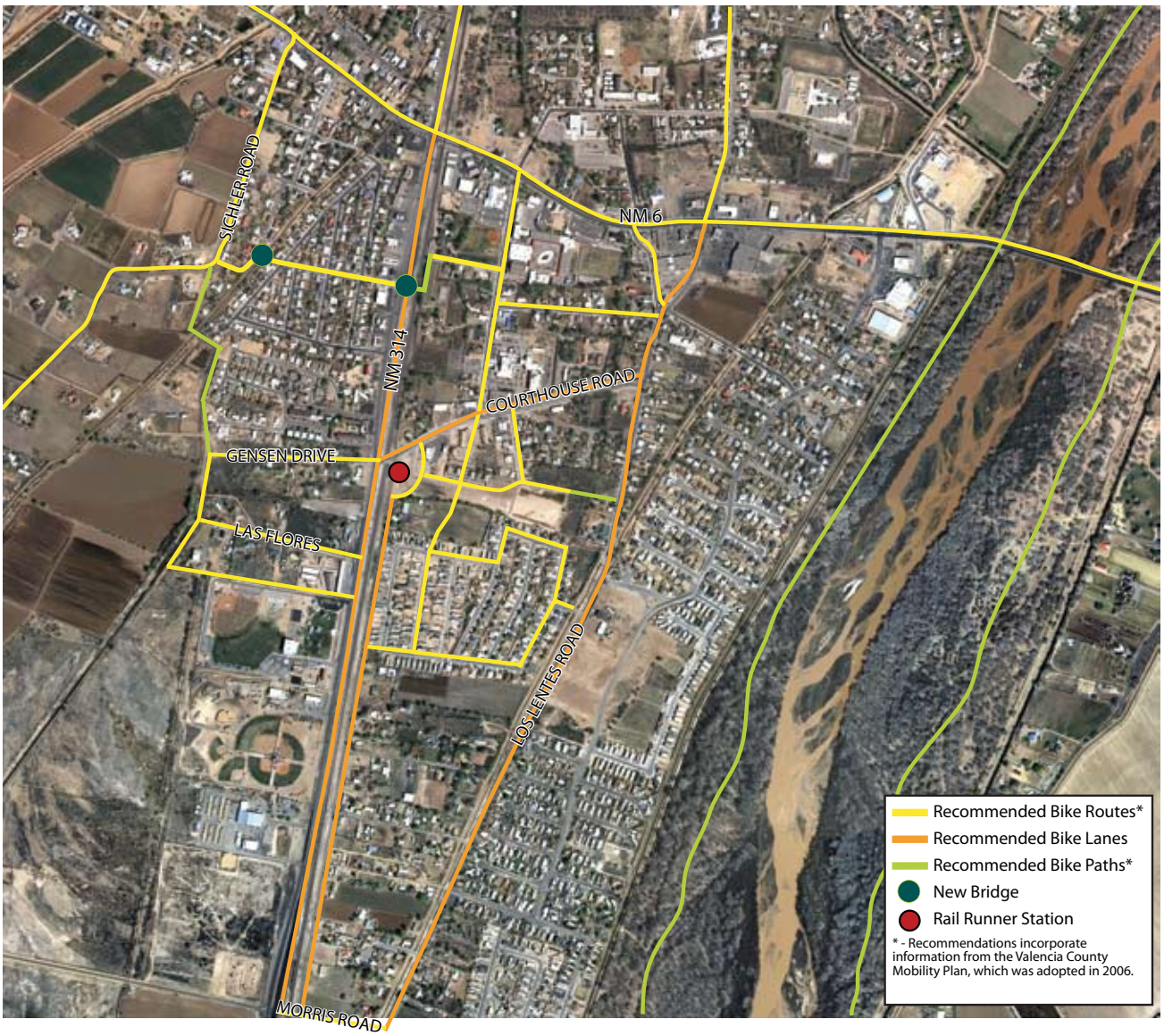
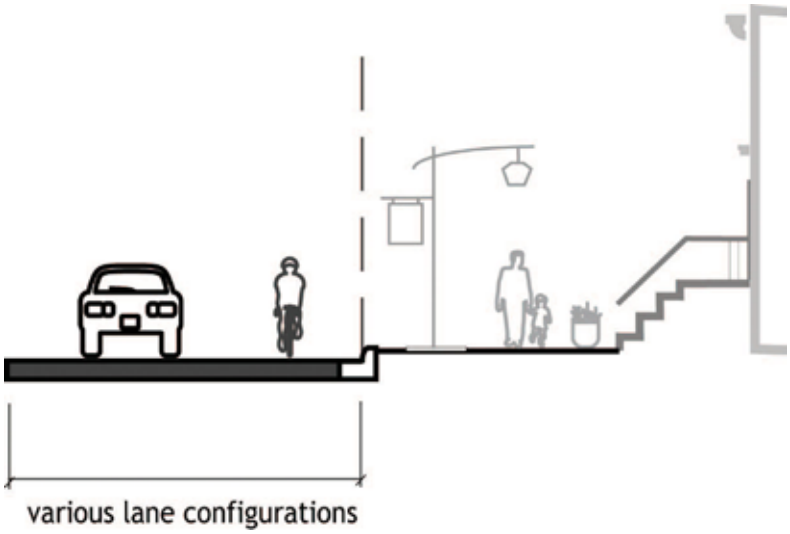


Figure 8: Recommended Bicycle Network

Bicycle Routes

Bicycle routes will accompany several existing and proposed local roadways. Bicycles and automobiles share the travel lane in a mixed-flow manner on a bicycle route. A bicycle route offers the minimal level of protection for a bicyclist riding in a street. Therefore, bicycle routes are typically proposed along local streets that carry traffic volumes less than 5,000 ADT (Average Daily Traffic). Using these guidelines, bicycle routes were selected based on their ability to connect major destinations in the station area. The improvements inform drivers that bicyclists are using the corridor and provide critical directions to bicyclists navigating the routes. The routes should be published in bicycle maps of the area and the region. Although NM 6 has traffic volumes that exceed volumes typically found along bicycle routes, the designation was maintained to be consistent with Valencia County Mobility Plan. All bicycle routes will require instillation of signs and ground markings consistent with national standards (AASHTO).

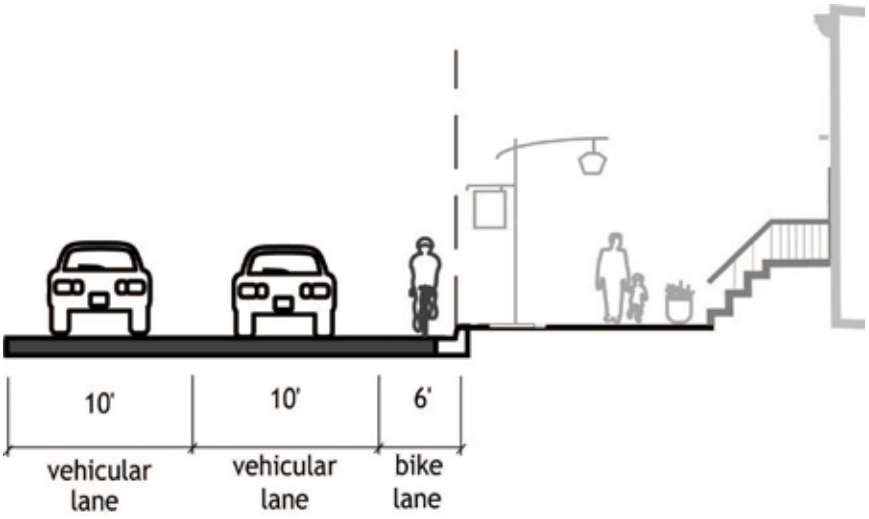
Bicycle routes can direct bicycles where to find safer, lower speed roads in which they can ride in mixed flow.



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

Bicycle Lanes

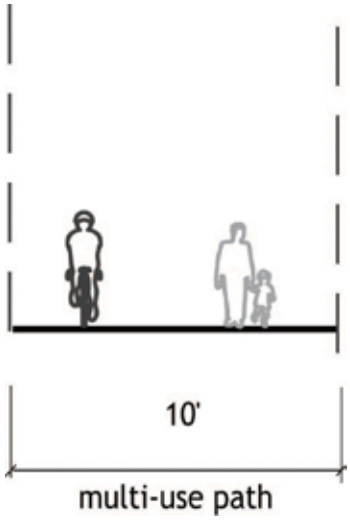
Bicycle lanes are dedicated travel lanes in the roadway for the exclusive use of bicycles. A bicycle lane is a fraction of the size of a typical motor vehicle travel lane. The lane provides adequate space for bicyclists to ride single file with the directional flow of traffic. Bicycle lanes are typically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



Bicycle Paths

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

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



Land Use

Based on the results of the community outreach process and the market study, the planning team created a development concept for the long-term build-out of the station area. The concept illustrates one way that the opportunity sites could be developed to further the TOD goals of the Village and the vision for the station area.

The development concept concentrates the limited amount of supportable new retail and commercial uses in the immediate vicinity of the Rail Runner station, maximizing opportunities for shared use of the Rail Runner station parking lot. Two- to three-story mixed-use buildings with residential uses over ground-floor retail would create a town center feel consistent with the traditional scale of Los Lunas. A southern extension of Luna Street through this area would provide a north-south pedestrian spine to connect the station to the residential areas to the north and south. The vacant parcels to the south of the station could be developed with new housing to provide additional ridership and help support commercial uses at the station. An open space east of the station parking lot would provide opportunities for active recreation as well as accommodating stormwater runoff.

North of the station, a new frontage road on the east side of the railroad tracks would open up a large area for development, including land owned by the Village across Luna Street from the old courthouse. Residential uses at transit-supportive densities of appropriate scale (generally, townhouse, courtyard, and low-rise multifamily uses) would be located in this area, as well as on other infill opportunity sites within the mixed-use core, to maximize the number of residents within easy walking distance of the station.

In its current use, the Valencia County complex at the northeast corner of Luna Street and Courthouse Road is a significant presence and contributes to the vision for the station area. The complex is the location of a significant number of jobs, community services, and an important regional destination. As the station area evolves, the complex may present other opportunities for employment, retail, or other elements that add vitality to the area. The potential transition to a new use should be coordinated to ensure that it contributes to the station area vision.

To the west of the station, a westward extension of Courthouse Road/Gensen Drive would provide access to an agricultural area currently outside the Village limits, which could be master-planned as a transit-supportive residential community that incorporated open space, walkable streets, and a mix of housing types, styles and price points, including some affordable units. An additional local street connection or connections to the existing residential

neighborhood to the north would help to increase pedestrian and bicycle connectivity, shorten auto trips by allowing more direct paths of travel, and potentially increase public safety by making it easier for police to patrol the area.

The auto-oriented commercial properties on the west side of NM 314 between Courthouse Road and Main Street could in time be redeveloped as multifamily residential, mixed-use residential/commercial or live-work housing. Creating a rear alley to serve this area would be critical to the creation of new development with pedestrian-oriented street frontage.

Land Use Concept

To maximize the flexibility of landowners and developers to respond to the market for TOD, two new areas should be designated with special land use and design conditions. The **Mixed-Use Core** area should include new land use and design regulations intended to promote a special scale and intensity of development supportive of transit ridership, walking and bicycling in areas in proximity to the Rail Runner station. The broader **Station Area** designation should be established to provide for residential densities and uses supportive of the goals of the Mixed-Use Core, while protecting the existing scale and intensity of surrounding residential neighborhoods. A map of the proposed designations is shown in Figure 1, on page 9.

The two-tiered designation would create a transition of densities and intensities from existing neighborhoods to the new higher-density mixed-use district around the station, resulting in more dense and active areas near the station without threatening the tranquility of existing residential neighborhoods.

To promote development that is consistent with the vision for the station area, changes from past development practices are proposed for both areas. Both districts should have design standards for more pedestrian-oriented parking, landscaping, signage and building design to help create a pleasant and interesting environment for walking in neighborhoods and commercial areas. Land use changes such as allowing accessory apartments as-of-right for all single-family residences would encourage homeowners to add a secondary unit to their property, which can add activity and housing diversity to existing neighborhoods while providing an additional revenue source to homeowners. As well, both areas could include incentives for mixed-income housing in new multi-family developments, which would allow low-income families to spend less on transportation by reducing auto-ownership costs while encouraging transit ridership.

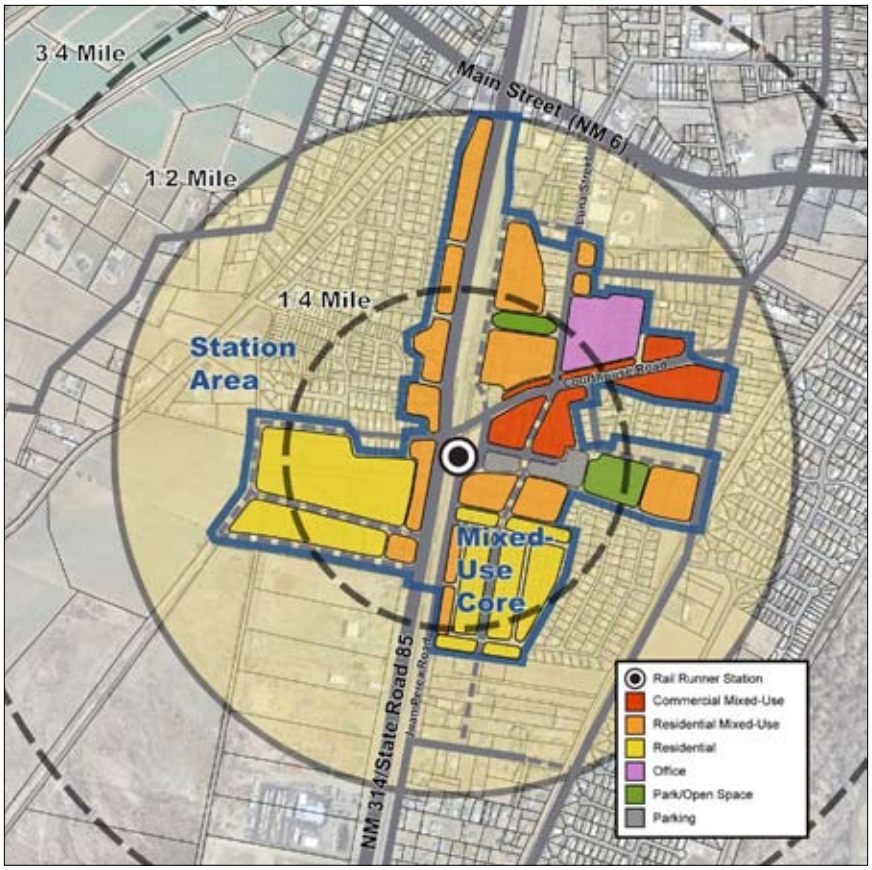


Figure 9: Station Area Concept Plan

The Mixed-Use Core includes most areas within 1/4 mile of the station and other areas with relatively direct access to the station via existing major roadways with near-term development or redevelopment potential. Proposed standards for this area do the following:

- Allow mixed-use development, combining residential and commercial development to create activity throughout the day in order to support local businesses and keep streets safe and attractive.
- Require a minimum height of 25 and maximum of 40 feet to encourage two-story development but preserve an appropriate scale for the Village.
- Set a 10 foot maximum front yard setback, with required landscaping for all buildings in the Core, to encourage a more walkable, interesting urban feel.
- Require parking to be screened and located to the side or rear, not in front of, buildings and include landscape buffers to improve pedestrian comfort and neighborhood aesthetics.
- Orient building entrances to street frontages, rather than parking lots, to encourage people to walk, reflective of the area's pedestrian orientation.

- Provide landscape, setback, and buffering requirements throughout the area that are calibrated to improve the experience of walking in this part of the Village.
- Prohibit or restrict certain automobile-oriented uses, such as motor vehicle sales, recreational vehicle storage, agricultural operations, car washes, and drive-through windows.
- Permit or conditionally permit transit-supportive uses such as multi-family apartments, hotels/motels and open air markets.
- Permit planned unit developments (PUDs) and adopt standards for pedestrian-oriented design.

New concepts for the Station Area will be applied as "floating" requirements, and property owners may apply for rezoning in order to develop to the new standards. In this way, property owners are protected if they choose to maintain their current land use and character, but they may elect to create additional value by building to more pedestrian and transit-oriented standards. Proposed standards for the Station Area include:

- Allow higher-density housing, such as duplexes, patio homes, and multi-family apartments that provide a transition between existing neighborhoods and the Mixed-Use Core.
- Maintain sensitivity to the scale and design of the surrounding neighborhoods.
- Require parking to be screened and located to side or rear, not in front of buildings, and include landscape buffers to improve neighborhood aesthetics and the walking environment.
- Provide landscape, setback, and buffering requirements throughout the area that are calibrated to improve the experience of walking in this part of the Village.

Design Standards and Guidelines

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

Building Types

Figure 10 presents examples of architectural scale and style that are appropriate for residential and commercial development in the station area.

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

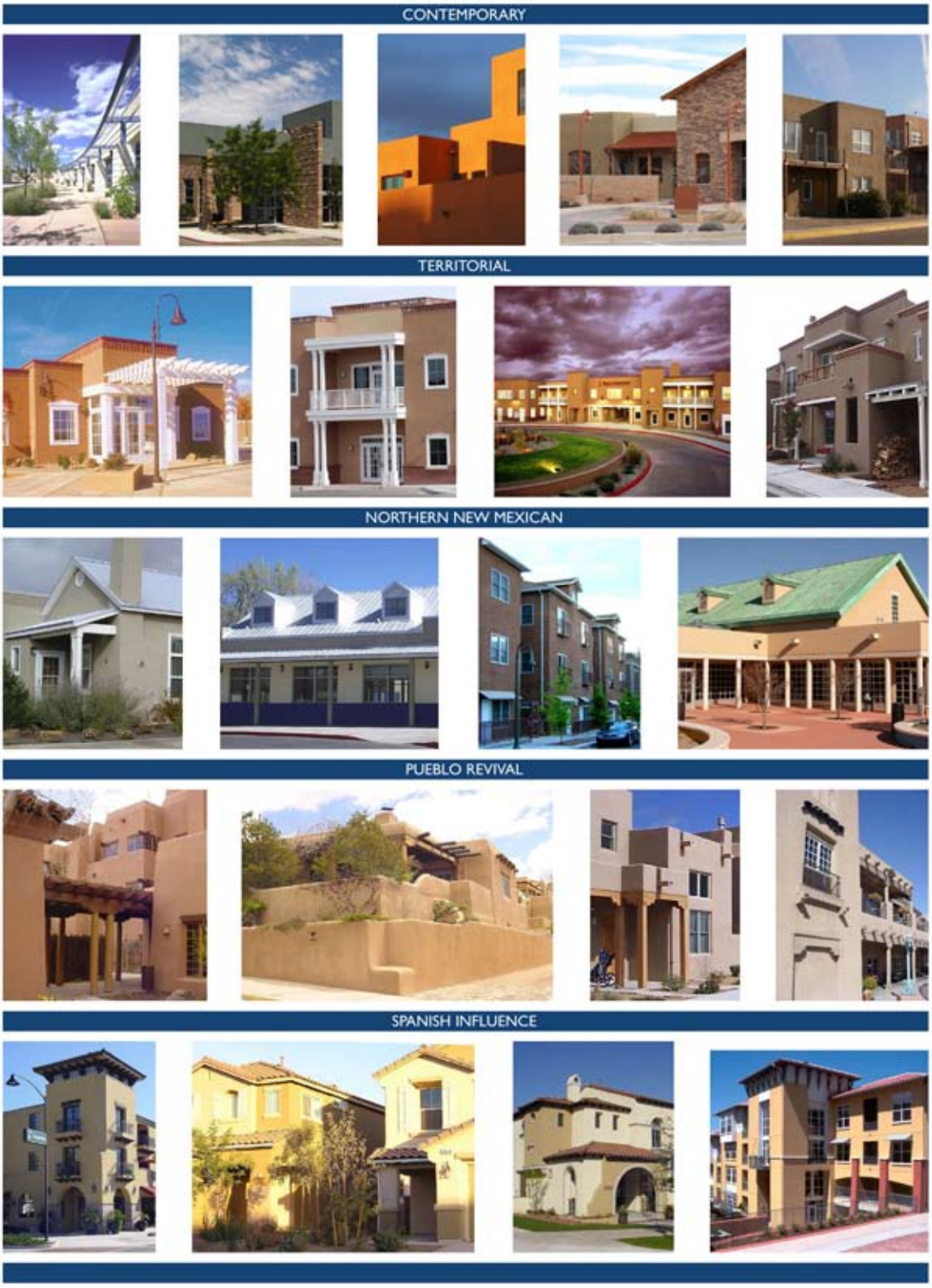


Figure 10: Architectural styles appropriate for Los Lunas

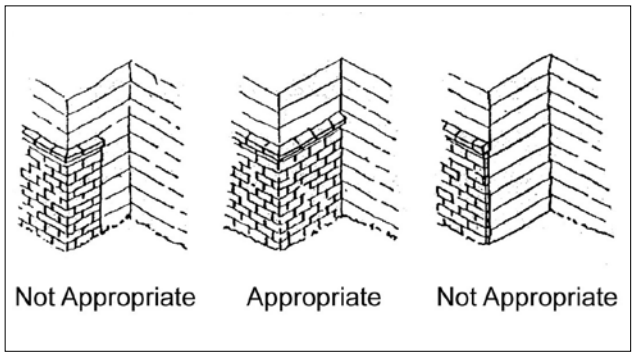
Buildings should be articulated with consistent style and materials.

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

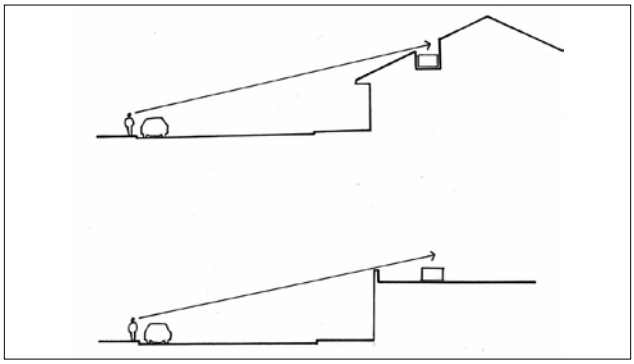
General Building Guidelines

- Street-facing commercial and mixed-use buildings should be at least 25 feet tall along the street-facing façade to encourage a minimum of two-stories or a continuous roofline where buildings are constructed as one story.
- In the Mixed-Use Core, buildings should be allowed up to 40 feet tall and 3 stories. In the surrounding Station Area, buildings should be allowed up to 35 feet tall. Buildings should be allowed to be taller than these height limits only up to 110% of the height of the adjacent building, to provide a gradual transition of building heights.
- Street-facing building facades should not have a section of blank wall exceeding 30 linear feet without being interrupted by a window or entry.
- Mixed Use development, with residential and non-residential uses combined in the same building or buildings, should be encouraged.
- Landscaped buffers between residential and commercial developments should not be required in the station area.
- All exterior walls of a building should be articulated with a consistent style and materials. In no case should any façade consist of unarticulated blank walls.
- Building facades should have design elements that are human-scaled in order to support the creation of a pedestrian-friendly environment. This is particularly important on the ground floor of commercial buildings where pedestrians have the most direct relationship to buildings. Effective elements include: building bays, towers, roof eaves, window proportions, arcades, awnings, verandahs, porches, and stoops.
- Arcades and recessed building entries should provide shade and enclosure that create comfortable human-scaled environments for pedestrians.

- To give buildings an authentic appearance, as opposed to a veneer-like quality, material changes should not occur at external corners. Rather, they should occur at interior corners or at a change in horizontal plane.



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



- Mechanical equipment should be screened from view by rooflines or parapets
- Material changes should occur at interior corners to result in a higher quality appearance.

Primary building entries should be clearly expressed by building massing.

Reduced setbacks create a more interesting public realm.

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

Recommended Setbacks

- Reduced setbacks result in a more active and interesting pedestrian realm. Recommended setbacks for existing zoning within the station area are as follows: Corner lots should have a maximum setback on the street side of ten feet in addition to the appropriate front setback.
- Attached dwellings should maintain a separation of no less than ten feet between structures (a structure may contain multiple dwellings).
- Patio homes should maintain a separation of no less than ten feet between structures.
- There should be no minimum required front-yard setback for structures with ground-floor commercial uses in the Mixed Use Core. Where a front yard setback is provided it should be landscaped.
- Parking should not be permitted in front setbacks.

Minimum Distance From Lot Line

	Front	Rear	Side
Mixed Use Core without ground floor retail	10 ft.	15 ft.	0 ft.
Mixed Us Core with ground floor retail	0 ft.[1]	15 ft.	0 ft.
Station Area	20 ft.	15 ft.	0 ft. [2, 3]

Notes:

1. Where a front yard setback is provided it shall not exceed 15 feet in depth, and shall be landscaped.
2. Attached dwellings shall maintain a separation of no less than ten feet between structures.
3. Patio homes shall maintain a separation of no less than ten feet between structures.

Residential Buildings

- Carports should not be allowed in the front yard setback within the station area. Similarly, garage entrances should not dominate the façade of residential buildings. For townhomes, garages should be accessed from the rear. For apartments, rear-accessed garages or interior parking lots are strongly encouraged.
- Accessory apartments should be allowed for residential properties with only one unit.
- Street fronting side yards (yards on corner lots) and the design of the building façade should be similar in design and quality to a typical front yard of a home. These side yards are important to the character of residential areas because they are the most visible yards.
- Primary walkways should connect entrances to the sidewalk rather than to driveways.
- Centralized, drive-up mailboxes should be discouraged.
- Outdoor entrances to residential developments should be clearly defined so that they provide a sense of transition between the public realm of the street and the private realm of the homes and so they are easy to find.
- Street frontages should be addressed by the more active rooms within a residence; avoid lining the street with garages and excessive driveways.

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

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

- Where multi-family residential units are set back less than 10 feet from a public right-of-way, first-floor units of multi-family residential buildings should be designed with additional measures to ensure privacy. At a minimum, windowsill heights should be raised above the eye level of a passing pedestrian. Elevated stoops and raising interior floor elevations above adjacent sidewalk grade are some measures that can be employed.
- Building fronts should contain public/semi private transitions such as stoops and open porches to create a friendlier streetscape where pedestrians can interact easily with their neighbors.
- Multi-family residential developments should include useable open space as follows:
    1. 15% of residential site area should be designated for common usable open space in such forms as patios, plazas, courtyards, or widened sidewalk areas;
    2. Usable open space should be a minimum of 8 feet wide;
    3. 15% usable open space should not be required if the property in question is within 1/4 mile walking distance of a designated park, plaza or usable open space that is accessible to the public.

Residential Courtyards

Courtyard units should front onto the courtyard garden or court.

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

Commercial and Civic Buildings

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

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

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

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

Landscaping should be used to visually buffer fences and walls.

Fences and Walls

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

Surface Parking Lot Design

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

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

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

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

Landscaping can visually reduce the scale of parking lots.

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

Lighted pedestrian pathways should be provided through parking lots.

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

Park and Plaza Design

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

Parks should be fronted by active streets and buildings.

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

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

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

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

Signage

- The size and nature of signage plays an important role in communicating the intended audience of an area. Large signs reflect a higher speed auto-oriented scale, while smaller signs with a higher degree of detail communicate a sense of welcome and interest to pedestrians.
- Freestanding signs should be limited to 10 feet in height and designed as monument signs with an enclosed base. The outer edge of a wall sign should be allowed to protrude up to one foot over the property line into the public right-of-way, provided the bottom edge of the sign is eight feet or more above the curb or sidewalk grade.
- Not more than one sign should be permitted for any one premises with street frontage of 50 feet or less.
- The total area of any one sign face should not exceed 32 square feet. The total aggregate of all faces of signs or combination of signs allowed for the property on which the use is located should not exceed 130 square feet of sign area. Business fronting on more than one street should be allowed additional square footage of sign area to the extent of 50 percent of that allowed for its main street frontage.
- Illuminated signs, including illuminated clocks, thermometers, and illuminated signs within a building, should be so located as to not shine directly into adjacent residential property.
- One awning valence sign per street level business façade, not exceeding 50% of the awning valence area and centered on the awning valence, should be permitted. No additional lighting for the awning valence should be permitted.
- One shingle or suspended sign per street level business with a maximum of four square feet of sign area should be allowed. Shingle and suspended signs should be of wood or material simulating wood, suspended from the underside of a pedestrian canopy or awning directly adjacent to the business identified on the sign. Shingle and suspended signs should be oriented perpendicular to the adjacent wall of the building being identified and attached in a manner that prevents swinging.
- Two street-level window signs should be permitted per street level business per building façade located on or adjacent to the inner window surface and directly facing a street. Signs should not exceed 15% of the window area or nine square feet, whichever is smaller.

- A maximum of one window sign per upper floor business per building façade should be allowed, with each window sing not to exceed 15 square feet each and not directly illuminated. Colors should match or complement the street level display window sign of the same building.
- Flashing, blinking, or revolving signs and signs with audible devices should be prohibited.

Where possible, signage for multiple businesses should be combined.

Affordable Housing

Los Lunas is currently a relatively affordable and very diverse place to live. While new transit amenities mean a variety of benefits to all users, especially those who can save a substantial part of their income by relying on a car less or not at all, such investments can increase the demand for housing and the resulting cost of living in an area. To ensure that diversity is maintained and that the local workforce always has a place to live in Los Lunas, affordable housing incentives should be created for new development in the station area.

While a more refined affordable housing policy may be developed for the whole village as part of other comprehensive planning or city-wide legislation, a density bonus should be offered in the station area through future land use regulation. For example, a 20 percent density bonus could be offered to developments that include:

- 10 percent of the total units of the housing development as target units affordable to low income households, at a rent that does not exceed 30 percent of 60 percent of area median income, as adjusted for assumed household size. For example, with a local median household income of $36,240, an affordable rent for an average household would translate to $543.00 per month; or
- 5 percent of the total units of the housing development as target units affordable to very low income households, at a rent that does not exceed 30 percent of 50 percent of the area median income, as adjusted for assumed household size; or
- 10 percent of the total units of the housing development as target units affordable for purchase to low to moderate income households, at an affordable ownership cost that does not exceed 35 percent of 60 to 80 percent of area median income, as adjusted for assumed household size; or
- A senior citizen housing development.

In addition to the new park near the station area, smaller plazas and green spaces should be provided to improve aesthetics of the area.

Public Space and Parks

To complement the existing recreational playing fields to the southwest of the station, a new field is planned to the east of the station. This field will not only provide an alternative location to relieve some of the high demand for the existing fields, but will also be designed to serve as a stormwater detention facility for temporary ponding to reduce peak flows and allow pollutant settling during major rain events. The new field will also benefit from its proximity to and potential for shared parking efficiencies with the Rail Runner station parking lot, particularly in the evening and on weekends. Additional small open spaces should be provided as part of larger-scale new developments, especially near the station and along Courthouse Road. Small plazas and green spaces would improve the aesthetics of the area and could be used for public gathering our outdoor seating for cafes and restaurants.

VI. Plan Implementation

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

Specific private sector actions include aggregating sufficient land holdings for marketable development projects, working with current property owners (particularly long-term owners who may have held property over multiple generations), and to incorporate concepts delineated in this plan into the site-specific redevelopment proposals; and providing public financing for desired public amenities and/or to address the financing gap (Appendix C).

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

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

The implementation actions are presented in the following categories:

- Village Administrative Actions – actions to be taken at the Village Council level, including formally adopted resolutions, ordinances and policy changes. The high priority action in this category is implementing zoning changes in the station area.
- Development Actions – actions include those related to development and redevelopment in the station area, creating a formal development mechanism, and the specific activities to stimulate development. This category contains numerous high-priority actions.
- Multi-modal Corridor Projects – actions include circulation infrastructure improvements for the station area. The highest-priority circulation improvements are multi-modal improvements to Courthouse Road and NM314 in the vicinity of the station.
- Multi-modal Intersection Projects – identifies intersection improvements necessary to address pedestrian, bicycle and auto circulation in the station area. The highest priority project in this category is the intersection of Courthouse Road and NM 314, detailed on page 43.

IMPLEMENTATION ACTIONS: VILLAGE ADMINSTRATIVE ACTIONS

Action	Necessary Steps	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Implement Zoning	- Integrate recommendations of Station Area Plan document into existing village zoning policy; - Adopt new zoning.	HIGH	Los Lunas	MRCOG	NA
Refine Affordable Housing Policy	- Discuss proposed affordable housing policy with local developers and housing advocates - Refine to ensure effective implementation; - Adopt affordable housing policy.	MEDIUM	Los Lunas	- Private Developers; - Local Advocacy Groups; - MRCOG	NA
Establish Village Policy for Role in Station Area Development	Form policy regarding public financing.	MEDIUM	Los Lunas	NA	NA
Encourage Entrepreneur-ship/ Small Business Development	- Further study potential for service retail in current market.	MEDIUM	Los Lunas	MRCOG	Small Business Loans
	- Work with local business organizations, e.g. chamber of commerce. - Support small businesses in early years to ensure foothold in station area retail environment.			Local Business Community	Tax Incentives for Specific Business Categories
Encourage Heritage Tourism	- Work with the Los Lunas Museum of Heritage and Arts - Develop walking tour routes to historic destinations - Create brochures, maps, and other supplemental materials - Implement pedestrian signage and wayfinding	Medium	Los Lunas	- National Trust Main Street Center; - New Mexico Historic Preservation Divisions; - Valencia County Historical Society	Grants

IMPLEMENTATION ACTIONS: DEVELOPMENT ACTIONS

Action	Necessary Steps	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Explore conceptual design of Monte Vista Mobile Home Park	- Open line of communication with current residents, property owners, and developers of Monte Vista Mobile Home Property. - Pursue development concept consistent with Station Area Vision	HIGH	Los Lunas	NA	NA
Establish framework for public private partnerships	- Establish local approach based on case studies of successful P/P partnerships. - Focus on local and regional lenders to understand financing terms and to promote benefits of TOD. - Identify a role for the New Mexico Housing and Finance Authority	HIGH	Los Lunas	- Private Developers; - Local Advocacy Groups; - MRCOG; - NMHFA	
Identify financing gaps	Estimate costs and revenues for commercial and residential development to determine magnitude of gaps (if any). - Evaluate the gaps likely to be incurred by land developers as well as commercial tenants.	HIGH	Los Lunas	Los Lunas	Conventional financing products
Estimate revenue potentials from public financing sources	Identify revenues to be generated through public financing tools, such as TIDD, PIF, PID, and Metro Redevelopment Bonds. - Document financing benefits available through New Markets tax credits.	HIGH	Los Lunas	- MRCOG; - Local Business Community	Tax Increment Development Districts (TIDD), Public Improvement Fees (PIF), Metropolitan Redevelopment Bonds, Property Improvement Districts (PID), Impact Fees, and New Markets Tax Credits.
Pursue Developers	Invite area developers (especially residential) to a local workshop to discuss necessary conditions to realize TOD.	HIGH	Los Lunas	Local Brokerage Community	Favorable Loan Terms

IMPLEMENTATION ACTIONS: DEVELOPMENT ACTIONS (Continued)

Action	Necessary Steps	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Pursue Anchor Retail Tenants	- Contact major retail chains supportive of TOD (e.g. clothing, consumer electronics, super markets, etc); - Consider policy enticements to Location in station area as opposed to elsewhere.	HIGH	Los Lunas	Local Brokerage Community	Favorable Loan Terms
Support and Encourage Restaurants/ Cafes in Station Area	- Encourage entrepreneurship and small business development. - Work with local business organizations, e.g. chamber of commerce. - Identify appropriate financing tools/sources. - Ensure creation of appropriate retail space in station area.	HIGH	Los Lunas	Local Brokerage Community	Based on gap analysis, define method to address potential financing gaps.
Address Infrastructure Needs	Construct paths and roadways to link surrounding neighborhoods to the station area. - Address any deficiencies in infrastructure.	HIGH	Los Lunas	NA	See table regarding infrastructure improvements .
Establish TOD as an Employment Center	- Encourage more government office uses and services to locate in high amenity station area. - Encourage development of office format land uses.	MEDIUM	Valencia County and Los Lunas	State of NM	NA
Create Design Prototypes	Working with UNM, create residential development prototypes that reflect local priorities and achieve higher densities (I.e. adapt the compound form).	MEDIUM	Los Lunas and UNM	Local Design Community	NA
Identify key land assemblages	- Based on proximity, size, availability, and development potential, identify the ideal land assemblages that should occur to facilitate development. -Review roles for public sector in facilitating assemblage.	MEDIUM	Los Lunas	NA	NA
Create Amenities	- Secure space for new park. - Pursue funding to develop and maintain park.	MEDIUM	Los Lunas	- State of NM; - Federal Government	CIP, State funds

IMPLEMENTATION ACTIONS: MULTI-MODAL CORRIDOR IMPROVEMENT PROJECTS

Location	Infrastructure Improvements	Additional Planning Required	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Courthouse Rd	Reconfigure lanes and add sidewalks using the new Collector cross section drawing	TBD based on development proposals	HIGH	Los Lunas	- MRCOG; - Private Development	Property Tax Based TIF; Local CIP
NM 314	Construct sidewalks, bicycle trail, medians, and outer curb edges based on ultimate ROW. Construct future vehicular lanes from median zone. Use large medians as pedestrian refuges until capacity additions are needed.	Identify ultimate ROW, lane configuration , and motor vehicle Level of Service (LOS) criteria /thresholds that addresses all modes of travel	HIGH	NMDOT	- Los Lunas; - Valencia County; - MRCOG	NMDOT Transportation Enhancement Funds
Main Street (NM6)	Construct sidewalks, bicycle trail, medians, and outer curb edges based on ultimate ROW. Construct future vehicular lanes from median zone. Use large medians as pedestrian refuges until capacity additions are needed.	Identify ultimate ROW, lane configuration , and motor vehicle Level of Service (LOS) criteria /thresholds that addresses all modes of travel	MEDIUM	NMDOT	- Los Lunas; - Valencia County; - MRCOG	NMDOT Transportation Enhancement Funds
Los Lentes Rd	Reconfigure lanes and add sidewalks STREET LIGHTING using the new Collector cross section drawing	TBD based on development proposals	MEDIUM	Los Lunas	MRCOG	Public Improvement District (PID) Bond Proceeds, Property Tax based Tax Increment Financing (TIF)
Luna Ave	Reconfigure lanes and add sidewalks using the new Collector cross section drawing	TBD based on development proposals	MEDIUM	Los Lunas	- MRCOG; - Private Development	Property Tax Based TIF; Local CIP

IMPLEMENTATION ACTIONS: MULTI-MODAL CORRIDOR IMPROVEMENT PROJECTS (Continued)

Location	Infrastructure Improvements	Additional Planning Required	Priority Level	Sponsoring Agency	Supporting Agency	Potential Financing Tools
Neighborhood Streets	Reconfigure lanes and add sidewalks using the new Neighborhood cross section drawing	TBD based on development proposals	MEDIUM	Los Lunas	- MRCOG; - Private Development	Property Tax Based TIF; Local CIP
South Luna Avenue Extension	Extend Luna Street south to Luna Hill Avenue	TBD based on development proposals	MEDIUM	Los Lunas	- MRCOG - Private Development	Public Improvement District (PID) Bond Proceeds, Property Tax based Tax Increment Financing (TIF)
Additional TOD Streets	Construct streets in accordance with the TOD cross section drawings on the east side of NM314	TBD based on development proposals	LOW	Los Lunas	- MRCOG; - Private Development	Public Improvement District (PID) Bond Proceeds, Property Tax based Tax Increment Financing (TIF)
Parallel Court House Road Connection	Construct street south of Courthouse Road connecting the RR parking lot to Los Lentes Road	TBD based on development proposals	LOW	Los Lunas	- MRCOG; - Private Development	Property Tax Based TIF; Local CIP
West Side Connector	Construct west side connector roadways with multimodal accommodations	Prepare multimodal traffic simulations that evaluate how new west side roadways could redistribute traffic along NM6 and NM314	LOW	Los Lunas	- Valencia County; - MRCOG; - NMDOT	NMDOT Transportation Enhancement Funds
Location	Infrastructure Improvements	Additional Planning Required	Priority Level	Sponsoring Agency	Supporting Agency	Financing Tools

IMPLEMENTATION ACTIONS: MULTI-MODAL INTERSECTION IMPROVEMENT PROJECTS

Location	Infrastructure Improvements	Additional Planning Required	Priority Level	Sponsoring Agency	Supporting Agency
NM314/ Courthouse Rd	Reconstruct intersection to accommodate ultimate ROW and enhance pedestrian crossings using the recommended amenities	Identify ultimate intersection ROW based on multimodal traffic simulations	HIGH	NMDOT	- Los Lunas; - Valencia County; - MRCOG
NM6/NM314	Reconstruct intersection to accommodate ultimate ROW and enhance pedestrian crossings using the recommended amenities	Identify ultimate intersection ROW based on multimodal traffic simulations	MEDIUM	NMDOT	- Los Lunas; - Valencia County; - MRCOG
Internal TOD locations	Construct intersections based on the recommended design guidelines	Prepare intersection design guidelines for internal TOD streets that support multimodal travel	LOW	Los Lunas	MRCOG

Appendix A: Market Study Summary

Los Lunas is a fast-growing community. The primary source of growth is residential, but with new homes and residents will come new services and potentially industry. Dramatic growth in residential and commercial development in recent years, particularly in areas along the I-25 corridor, can potentially be capitalized on in the station area. While much of the development has occurred outside the Highway 314 Corridor, this level of momentum in the general area shows overall market support for development in the community. Development potential in the Los Lunas station area is limited in the near term, but is expected to grow over time, and in particular if new development can lure some of the growth into the station area.

In the immediate station area there are a number of properties with development potential, including vacant land and underutilized commercial/industrial sites. The predominance of large parcels with a single owner is promising, as it facilitates more comprehensive design and a smoother development process. With the growing demand for a wider variety of housing unit types, larger and higher density residential types and mixed-use development in a more urban setting may be the perfect complement to the stock of traditional single-family homes in many of Los Lunas' existing neighborhoods.

Existing and Future Conditions – Residential

The residential market shows strong demand and potential for growth.[1] Valencia County, and Los Lunas in particular, has been among the fastest-growing areas of the state in recent years. Because of the convenience of rail transit to downtown Albuquerque and the demand for housing in Los Lunas, the primary demand around the station is for new housing. Low-rise attached ownership and rental housing has market potential over the long term as changing demographics and growing desire to live near transit make these options attractive to more households.

Currently almost half of the working residents of Los Lunas work in the Albuquerque area. As traffic on I-25 and cost of living in Albuquerque increase, and as more young professionals and families chose to move to Los Lunas for the quality of life benefits offered there, development potential in the station area will increase to accommodate these new residents who will prefer to ride the train to get to work in Albuquerque.

While the demand for new residential units in the station area in the years immediately ahead is expected to be closer to 10 to 12 units per year, an average of at least 20 units per year can be anticipated in the station area, with the total increasing well beyond that nearing and after the 2025 projection horizon year.

Demand for rental units is projected to be approximately 65 units every five years (equivalent to 13 units annually), recognizing that regional rental developers will seek opportunities near Rail Runner stations. The primary reason for the more conservative estimate for rental housing reflects the difference between the predominantly single family home market found in Los Lunas (460 units per year in the recent past), and the type and location of units that would be constructed within the station area. While it is a strong local market, a small capture for the station area reflects the local market demand.

The range in the projections reflects the potential range of densities, which are expected to fall between 7 and 16 dwelling units per acre. Currently, the community around the station and in Los Lunas as a whole is very receptive to higher density housing types and the concept of mixed-use development.

[1] The market study was conducted in the spring of 2007 before the full impact of the sub-prime mortgage collapse and ensuing lack of market liquidity were known. The economic climate of the later half of 2007 may impact development potential in the short term; however, even such substantial short-term market events rarely affect the long-term economic conditions of the real estate market.

Attached low- to mid-rise multi-family and small lot single family housing types, such as small apartments and townhomes, are the most likely housing types for success in the near-term.

Existing and Future Conditions – Commercial

There is limited potential for a modest amount of retail around the station. The viability of commercial uses in the station area is dependent on potential future growth that will likely result in increased housing west of I-25 and higher traffic volume on Highway 314. In five or more years, with the redevelopment of parcels in the station area, continued high growth rates in the city, and growth of daytime retail customers, the market will become stronger.

In the long term, market support has been estimated using a catchment area defined by Highway 314 and the intersection of Highway 6. It spans an area within a 10-minute drive under typical traffic conditions and assumes a capture that will result in a total of 13,000 square feet of retail through 2025. If an anchor, such as a drugstore or cluster of restaurants, can be secured, the supportable floor area of ancillary uses could increase substantially.

Because of the predominance of existing retail along Main Street around the I-25 corridor, there is relatively little market for new retail outlets along Highway 314. Because much of the existing retail is large format, the categories that might succeed in the station area include eating and drinking, clothing and accessories, and miscellaneous retail, such as specialty retail. However, since the station will attract daily visits by people from miles around, a number of small retail establishments may successfully capitalize on the commuter and tourism markets, and others can build on the future area residents.

About 9,500 square feet of eating and drinking establishments is currently supportable in the area and about 6,400 square feet of clothing and accessories and miscellaneous retail area is supportable. As population increases in the area according to regional projections, there will be an additional 7,700 square feet of eating and drinking establishments supportable by 2025 and approximately 5,200 square feet of shopper's goods supportable. With the residential development that is anticipated in the area, which will increase traffic counts and daytime population, it is reasonable to plan for small retail uses and restaurants/cafes. During the time it takes to build this critical mass, it may be necessary to foster and support local restaurateurs for a few years.

Existing and Future Conditions - Employment

Office development in the station area is expected only after a catalyst employer chooses to locate next to the station. This may occur in the future if sufficient incentives are provided or in the event that less market-sensitive uses, such as state or local government, choose to expand at this location. Bringing new or expanding existing public uses in the station area will increase the area's employment potential.

Any services that develop as a result of the increased population in the station area would result in some local job growth.

B

Appendix B: TOD Benefits

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

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

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

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

Regionally, the Los Lunas station is extremely well-located to realize TOD. The largest community in Valencia County is experiencing healthy job and population growth and benefits from the convenience of nearby Albuquerque. Locally, the station is surrounded by a mix of existing residential neighborhoods and conveniently located only one-half mile from Main Street. Los Lunas already exhibits many of the critical elements for a successful walkable neighborhood. Because it is located near the center of the Village's existing development, the station area can anchor new growth in already developed areas. Importantly, TOD is an opportunity to maintain a human scale in Los Lunas, while better connecting it to the regional economy and providing complementary new jobs, services, and residences.

Appendix C: Public Financing

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

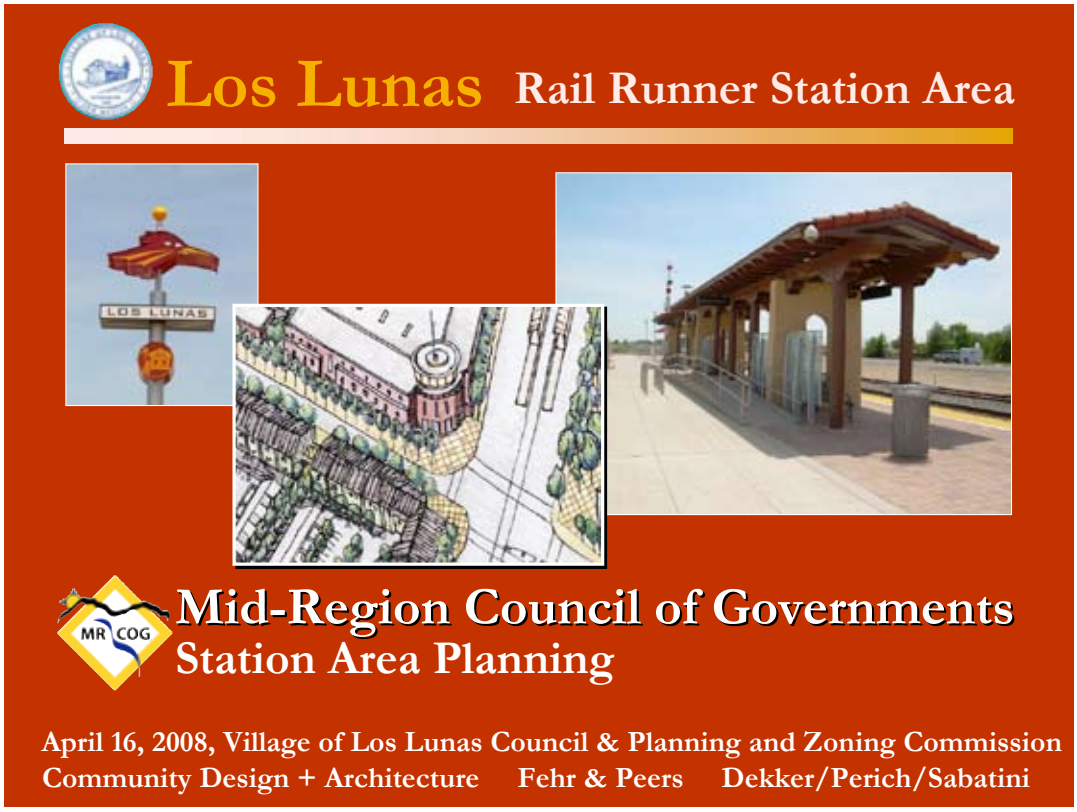
- Tax Increment Development District (TIDD) – Enables developers to use state, county, and/or local GRT and/or property tax increment to pay for public improvements to address project financing gaps. Tax Increment for Development Act [5-15-1 to 5-15-27 NMSA 1978] – (TIDD) Tax Increment Law [3-60A-19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

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

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

Appendix D: Presentation to the Los Lunas Village Council

The following presentation was delivered to the Los Lunas Village Council by the project team on April 16, 2008.



Los Lunas Rail Runner Express Station Area Plan

Agenda for Tonight's Study Session:

- Welcome – Art Mondragon
- Overview of the Planning Process – Tony Sylvester
- Overview of the Station Area Plan – Tim Rood
- Design Standards and Guidelines – Will Gleason
- Circulation – Carlos Hernandez
- Implementation – Tim Rood
- Next Steps

Los Lunas Rail Runner Express Station Area Plan

KEY ISSUES FOR YOUR CONSIDERATION

- Leverage investment in Rail Runner Express station
- Harness the economic forces at work in the Village to revitalize the area around the Station
- Create "Complete Streets" for all users
- Improve safety of streets and intersections (involves changes to standards)
- Achieving the vision requires further action to implement the Station Area Plan

Los Lunas Rail Runner Express Station Area Plan

What the Plan will do:

"serve as a guide for future decisions by elected officials, village administration and staff, outside agencies and developers."

Los Lunas Rail Runner Express Station Area Plan

What the Plan will NOT do:

- ❖ Change existing zoning
- ❖ Create new entitlements
- ❖ Trigger the use of eminent domain

Los Lunas Rail Runner Express Station Area Plan

Plan Goals:

- **Land Use:** Provide a range of land uses that will create a destination and provide opportunities for a wide range of residential lifestyles, work environments, retail, entertainment, and services
- **Open Space:** Help attract families to Los Lunas and provide a healthy and aesthetically vibrant district, maintain and improve Los Lunas' offering of usable open space
- **Housing:** Provide a safe, active, and inclusive community around the station that supports community participation and transit ridership

Los Lunas Rail Runner Express Station Area Plan

Plan Goals:

- **Economic Development:** Encourage the station area as a retail and service destination for commuters, local residents, and visitors
- **Urban Design:** Develop a strong identity and character for the station area through high quality architectural and streetscape design, in order to foster an attractive walking environment
- **Circulation:** Improve the circulation system by providing transportation choice and enhanced connectivity through improved transportation within and around the station area
- **Parking:** Provide an appropriate supply of parking for station area land uses, while avoiding an oversupply of parking

Transit-Oriented Development *Local Destinations*

- A mix of different uses around transit creates local destinations
- Transit ridership increases from walk-in and bike-in riders without undue auto and parking congestion



What is Successful TOD? *Economic Growth*

- Public investment spurs private development around stations
- Different Station Areas can and should have different scales and mixes of development in keeping with their differing roles in the local economy




What is Successful TOD? *Walkable Housing Options*

- A mix of housing types provides opportunities for households that may want to live near transit
- Los Lunas is primarily an origin station for people traveling to jobs in greater Albuquerque, so the station area has potential to become a more transit-oriented neighborhood.

Station Area Development Concept

Initial TOD Study Area

Station Area Development Concept

"Opportunity Sites"
Identified based on:

- Proximity to station
- Size
- Connectivity
- Adjacencies to other uses
- Readiness for development

Station Area Development Concept

Potential Street Connections

Station Area Development Concept

Development Concept

- Commercial/Mixed Use
- Residential/Mixed Use
- Residential
- Open Space

Plan Recommendations: Station Area Vision

- A revived Village focal point – a destination for residents, commuters and visitors
- Attractive streetscapes creating a sense of arrival in Los Lunas
- Where historic features are combined with more retail, public uses, and housing
- High quality pedestrian environment provides safe and enjoyable pedestrian connections in the area and to nearby residential areas
- Diverse housing opportunities for existing and new Village residents

Plan Recommendations: Land Use

Two New Land Use Designations:

- **Mixed Use Core – new land use designation**
- **Station Area Residential – "floating zone"**

Los Lunas Rail Runner Express Station Area Plan

Mixed Use Core

A mixed-use district designed to promote a special scale and intensity of development supportive of transit ridership, walking and bicycling

- Combines residential and commercial development to create activity throughout the day in order to support local businesses and keep streets safe and attractive
- Building Heights – 25 feet min., 40 feet max.
- Front Yards – no min. for commercial frontages, 10 feet max.
- Parking must be screened and located to side or rear, not in front of buildings, and include landscape buffers
- Building Entrances – must be oriented to street frontage
- Landscape and Buffering requirements contribute to more walkable neighborhoods

Los Lunas Rail Runner Express Station Area Plan

Station Area Residential

Provides for residential densities and uses that support the Mixed-Use Core, while protecting the existing scale and intensity of surrounding residential neighborhoods.

- Accessory Apartments - allowed for all single-family residences
- Allows Higher Density Housing – Duplexes, patio homes, and multi-family apartments
- Context Sensitive - Preserves existing building scale and setbacks
- Front Yards – 15 feet max., must be landscaped
- Parking must be screened and located to side or rear, not in front of buildings, and include landscape buffers
- Building entrances oriented to street frontage
- Landscape and Buffering requirements contribute to more walkable neighborhoods

Los Lunas Rail Runner Express Station Area Plan

Questions/Discussion:

- ❖ **Plan Vision, Goals and Objectives**
- ❖ **Land Use Recommendations**

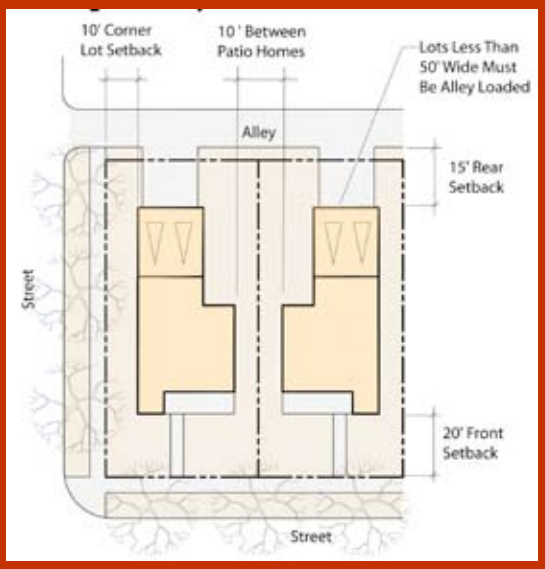
Design Standards

- Tool to promote quality development and create pedestrian environment
- Straightforward set of standards rather than complex layers of zoning
- Focus on massing, scale, and character of buildings rather than types of uses.

Design Standards

- Maximum setbacks, rather than minimum
- Parking generally placed behind buildings and screened
- Buildings front onto street, not parking lots
- Emphasis on pedestrian features: prominent entrances, landscaping, sidewalks

Residential Lot Diagrams

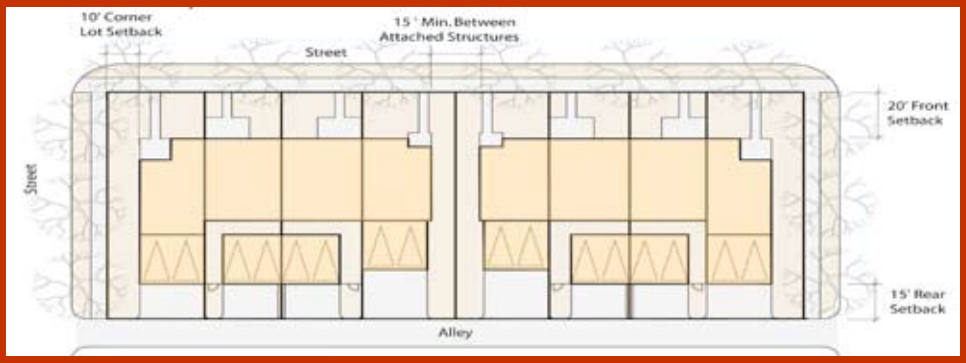


Single Family

Residential Lot Diagrams

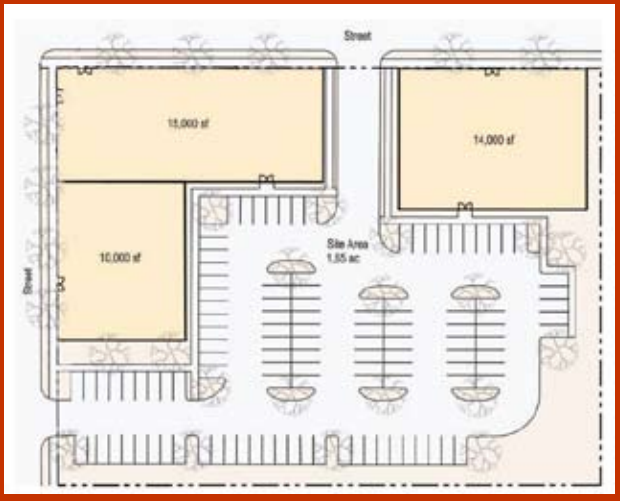
Compound

Residential Lot Diagrams



Multi-Family

Mixed Use Lot Configurations



- Maximum Setbacks
- Minimum Heights

Mixed Use Building Configurations

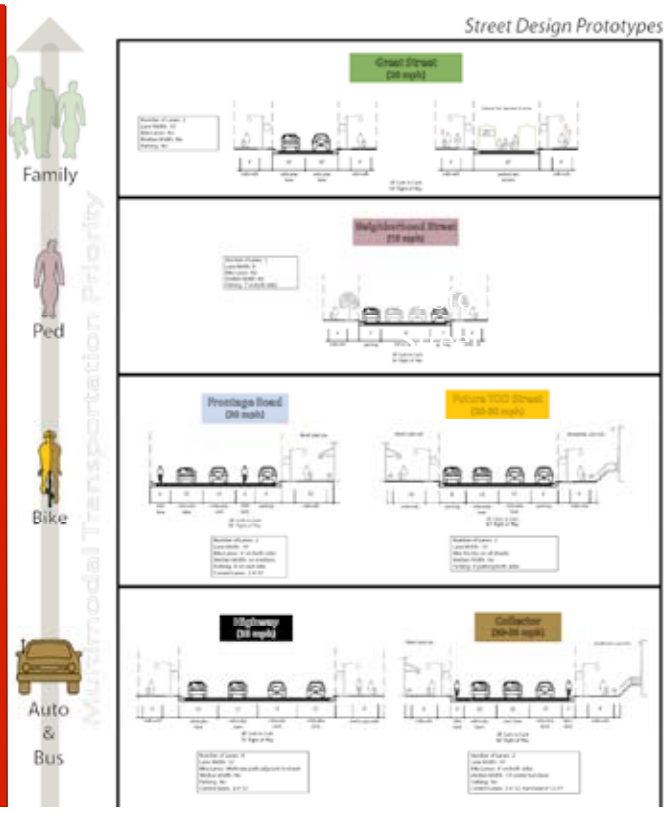
Los Lunas Rail Runner Express Station Area Plan

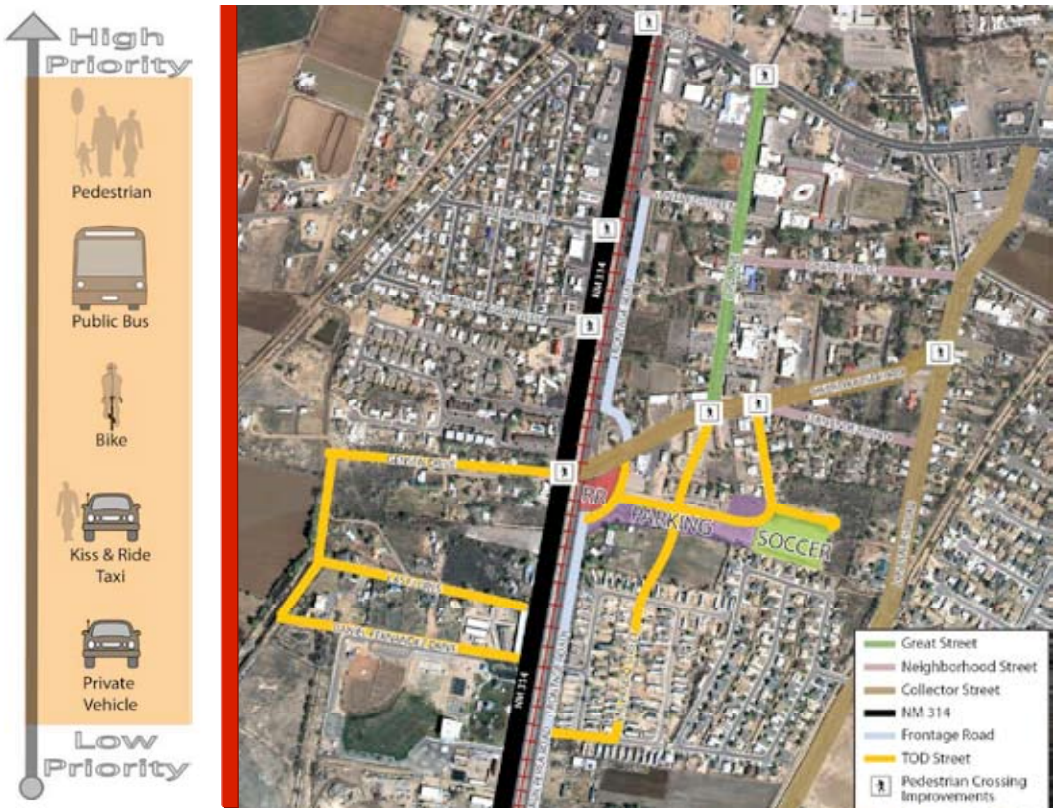
Questions/Discussion:

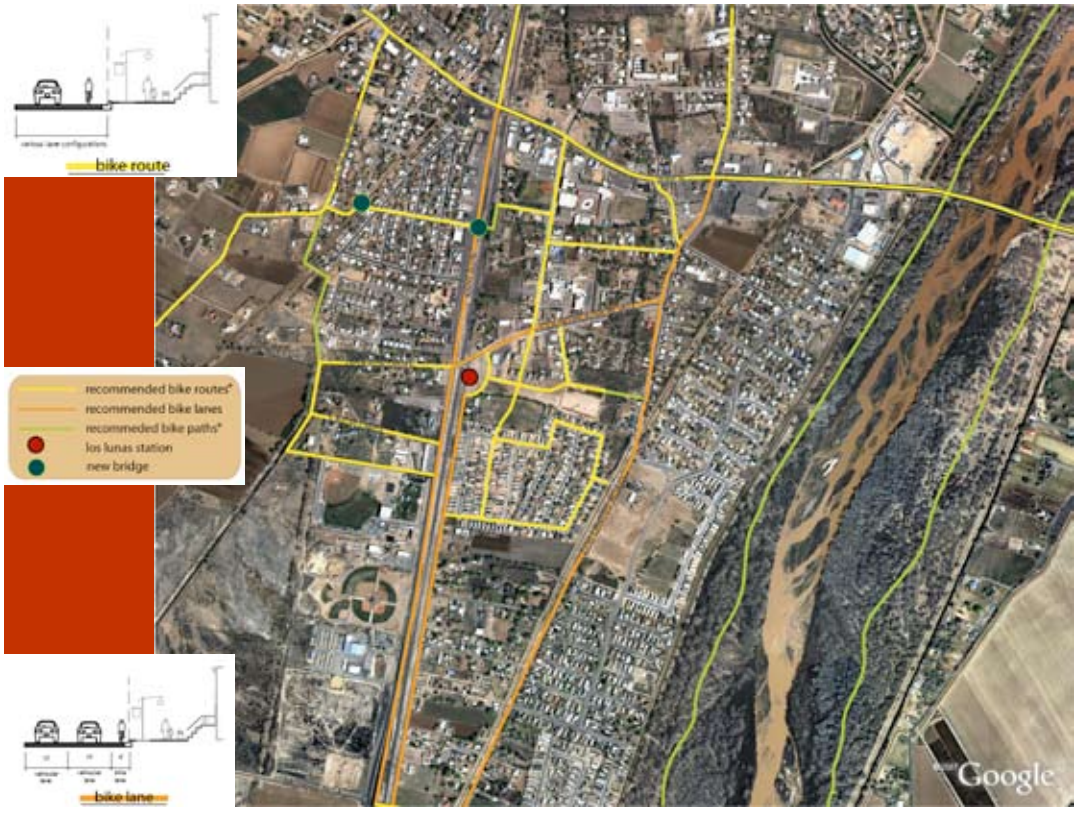
❖ **Design Standards and Guidelines**

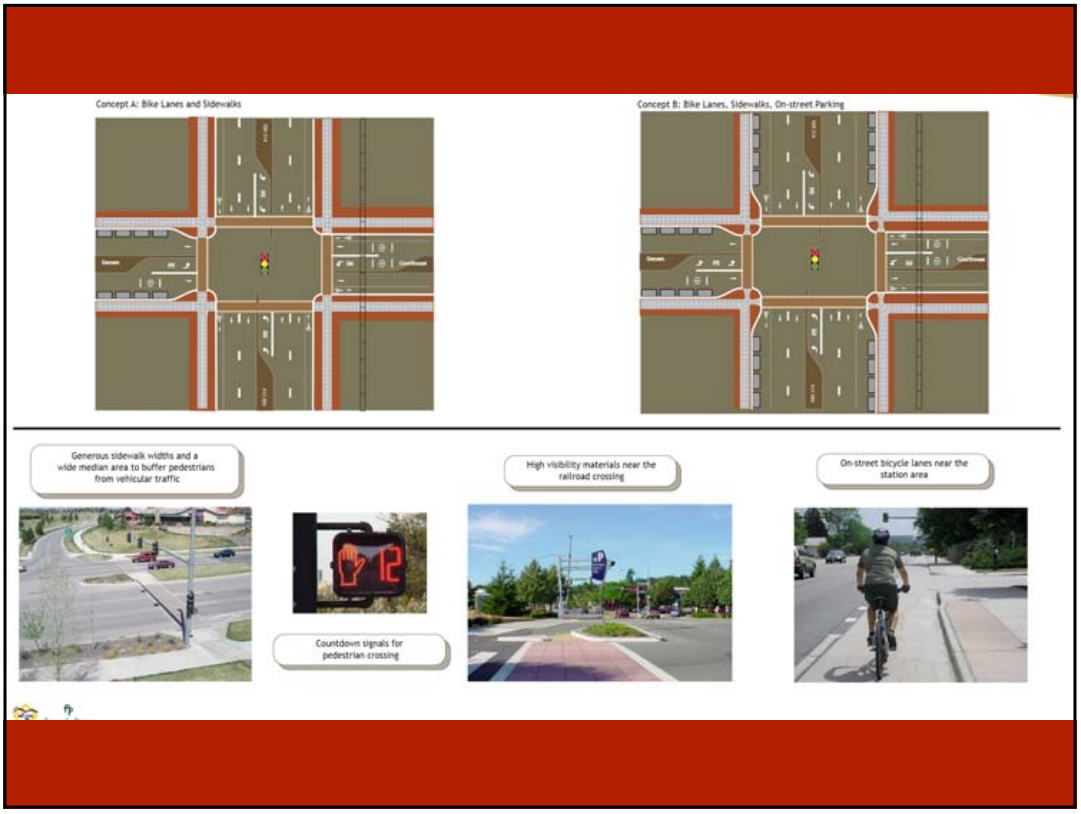
Circulation Recommendations

- **Build "Complete Streets"**
  - Pedestrians
  - Bicyclists
  - Bus Transit
  - Safer Roadways
- **Define an "access hierarchy" at the station**
- **Improve standards and specifications**




High Priority
Pedestrian
Public Bus
Bike
Kiss & Ride
Taxi
Private Vehicle
Low Priority
PARKING
SOCCER
Great Street
Neighborhood Street
Collector Street
NM 314
Frontage Road
TOD Street
Pedestrian Crossing Improvements


bike route
recommended bike routes*
recommended bike lanes
recommended bike paths*
los lunas station
new bridge
bike lane
Google



Los Lunas Rail Runner Express Station Area Plan

Questions/Discussion:

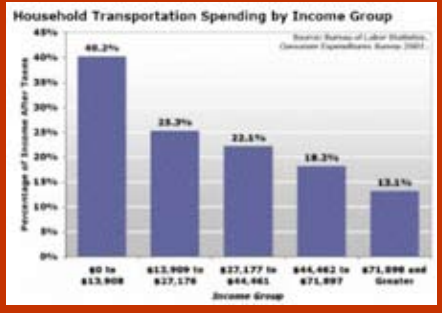
- Circulation

Implementation Measures – Administrative

- Implement two new zoning districts
- Refine affordable housing policy
- Establish Village policy for role in station area development
- Encourage small business development and entrepreneurship
- Encourage heritage tourism through walking tours, maps and signage

Affordable Housing/Transit Connection

- Consider adopting a 20% density bonus to development near the station that meets certain criteria, such as:
  - 10% of units affordable to low income households, with rent not exceeding 30% of 60% AMI ($543/month for average household); or
  - 5% of units affordable to very low income households, with rent not to exceed 30% of 50% of AMI; or
  - 10% of units affordable for purchase for low to moderate income households, with ownership cost not to exceed 35% of 60-80% of AMI; or
  - Senior citizen housing



Implementation Measures – Development

- Explore concept designs for Monte Vista Mobile Home Park consistent with vision
- Establish a local approach to public-private partnerships
  - Estimate costs and revenues for development to identify financing gaps
  - Estimate revenue potential from public financing sources
- Pursue developers and anchor retail tenants
- Encourage restaurants/cafés in station area
- Address infrastructure needs

ALL HIGH PRIORITY ITEMS

Implementation Measures – Development

- Establish station area as an employment center – encourage State/County/Village government uses and services to locate near the station
- Create design prototypes
- Identify key land assemblages
- Create amenities (parks, plazas)

MEDIUM PRIORITY ITEMS

Sample Scenario – Development Application

Applicant wants to develop a commercial project within the Station Area Mixed-Use Core (assumes proposed standards are implemented).

- Encourage mixed-use development combining residential and commercial use.
- Minimum building height of 25 feet, max. of 40 feet.
- Maximum front setback of 10 feet (zero setback permitted for retail frontage).
- Parking must be located at rear or side of building.
- Auto-oriented uses restricted or prohibited.

Sample Scenario – Development Application

Applicant wants to develop a single-family subdivision on vacant land within the Station Area Mixed-Use Core (assumes proposed standards are implemented).

- Encourage higher-density residential or mixed-use development.
- Minimum building height of 25 feet, max. of 40 feet.
- Maximum front setback of 10 feet
- Planned Unit Development permitted if pedestrian-oriented design standards are met.

Sample Scenario – Development Application

Applicant wants to develop a subdivision within _ mile of the station, but outside the Core Area (assumes proposed standards are implemented).

- Option 1: Apply for rezoning to "floating" TOD-Residential.
  - Higher density housing permitted: duplexes, patio homes and multi-family apartments.
  - Station area land use and design standards apply.
- Option 2: Develop per existing base zoning.
  - Standard Village application and approval process applies.

Elements of TOD - Housing Density

- Potential Residential Type – Attached Single-Family (Compound)

Los Lunas Rail Runner Express Station Area Plan

Questions/Discussion:

- Implementation

Los Lunas Rail Runner Express Station Area Plan

NEXT STEPS

- **Refinements to Plan as Needed, Advisory Group check-in**
- **Planning and Zoning Commission Recommendation to Bring Plan to Council (May 7)**
- **Council Resolution to Adopt Station Area Plan (May 15)**
- **Move into Implementation Phase**
  - Allocate staff and resources to implementation actions, including zoning amendments
  - Use plan as a guide to reviewing proposals
  - Seek funding for improvements