

EXECUTIVE SUMMARY

POPULATION | HOUSING | ECONOMICS | TRANSPORTATION

Population

	1970	1980	1990	2000	2010
Population	1,900	2,702	3,955	5,092	6,024
65+	7%	9%	11%	14%	19%
Median Age	.	.	37	43	47
Households	557	912	1,454	1,997	2,576
Family Households	86%	79%	75%	72%	65%
Average Household Size	.	.	2.7	2.6	2.3
Average Family Size	.	.	3.1	3	2.9

Village population, median age, number of households, and percentage of population 65 and over are all increasing.

Village percentage of family households, average family size, and average household size are all decreasing. Average household size decreasing may indicate more single households, more couples with no children, more couples with fewer children, or a combination.

Family is defined as those married or related by birth or adoption.

Generations

Definitions of generations and year cutoffs for generations differ by source. There are no hard lines for generation years except for Baby Boomers, defined as those born between 1946 to 1964. All other definitions of generations are arbitrary.

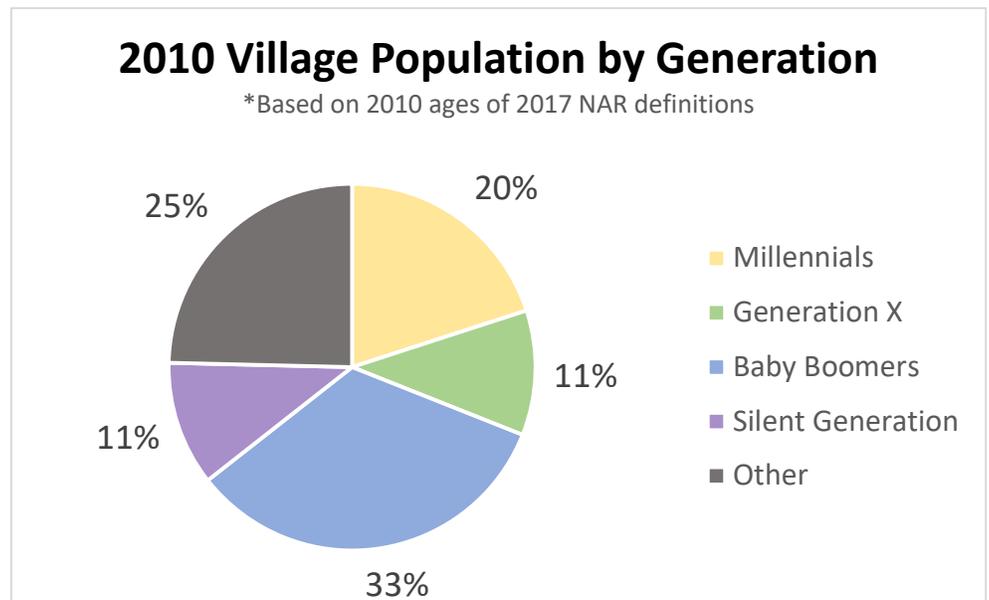
Ages of Generations in 2010

*Based on 2017 NAR definitions

- Millennials: 12 to 29
- Generation X: 30 to 44
- Baby Boomers: 45 to 63
- Silent Gen: 64 to 73

In 2010, the “other” category is a combination of those older than the Silent Generation (G.I. Generation) and those younger than Millennials (Generation Z).

One-third of the Village are Baby Boomers. In 2010 Baby Boomers were not over the age of 65, but now they are. The next census is likely to show an even larger 65+ population.



Comparison Between Other Places

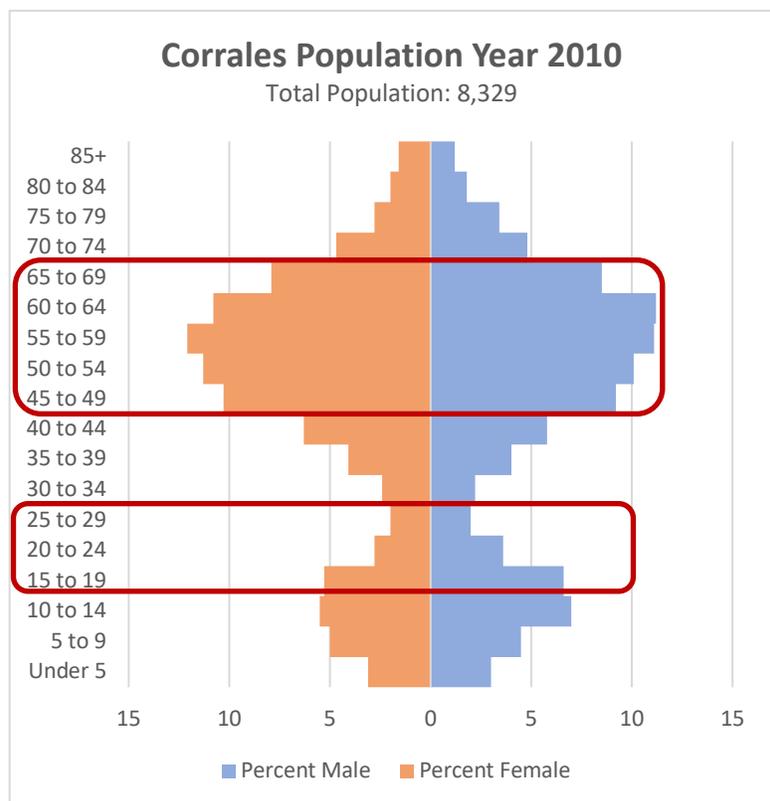
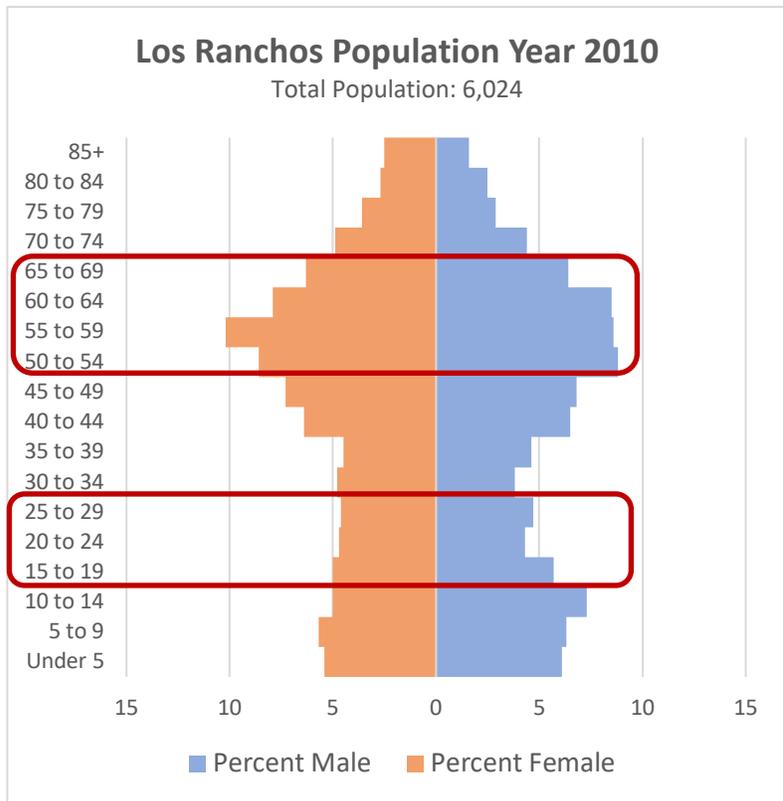
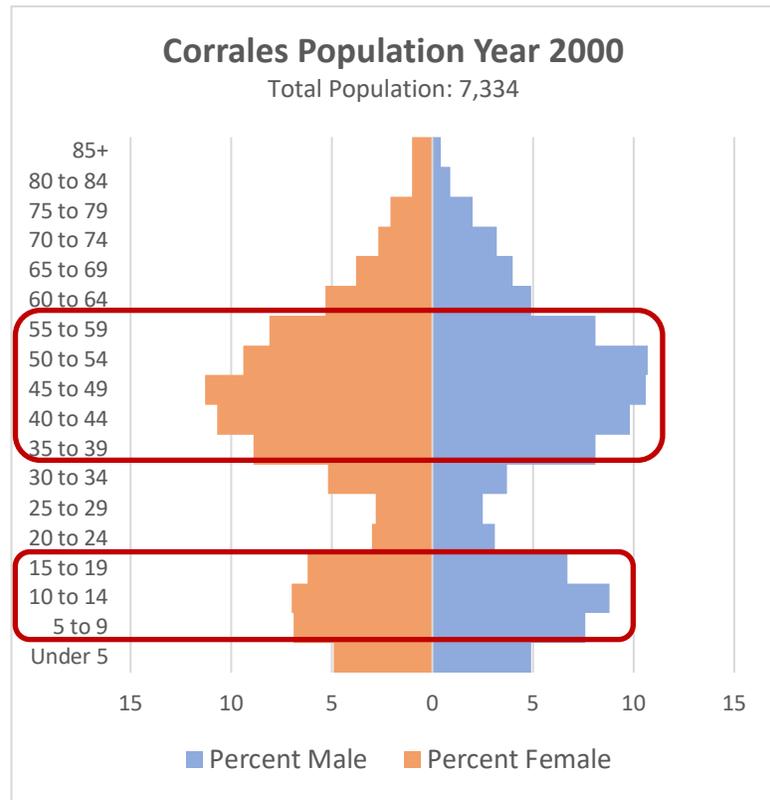
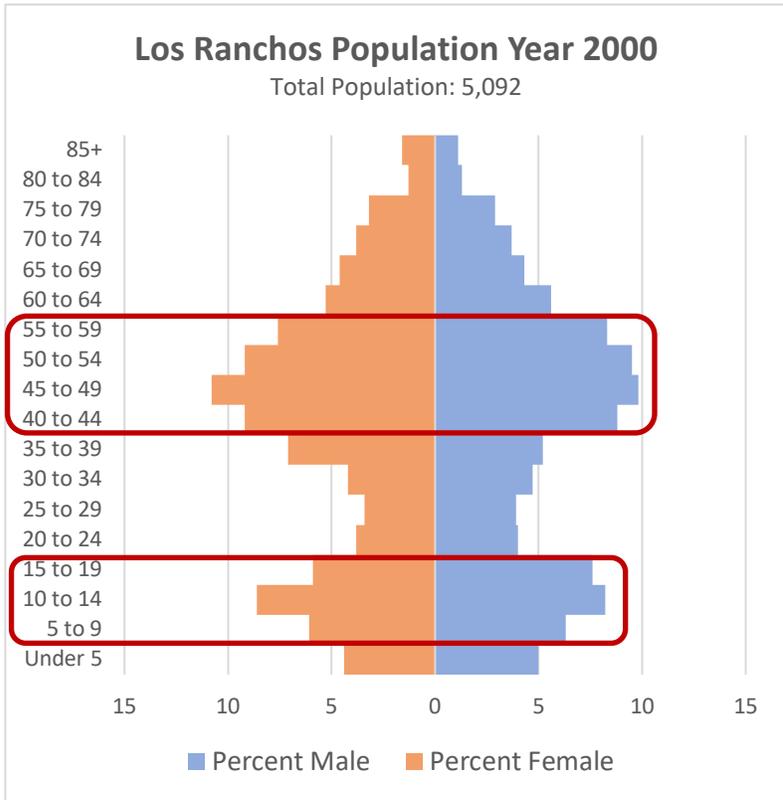
	Los Ranchos	Corrales	Bernalillo (County)	Bernalillo (Town)
Total Population (decennial census)				
2000	5,092	7,334	556678	6611
2010	6,024	8,329	662564	8320
65+				
2000	13.83%	10.50%	11.50%	9.20%
2010	18.87%	19.40%	12.20%	13.40%
Median Age (decennial census)				
2000	43.3	42.4	35	31.9
2010	46.7	51.2	35.8	38.8
Average Household Size (decennial census)				
2000	2.55	2.6	2.47	2.86
2010	2.34	2.36	2.45	2.65
Average Family Size (decennial census)				
2000	2.98	2.97	3.06	3.3
2010	2.86	2.75	3.07	3.15
1-Unit Detached Homes (estimate)				
2000	82.98%	80.43%	60.40%	44.50%
2010	68.90%	86.33%	64%	54.80%
Median Rooms (estimate)				
2000	6.40	6.3	5.1	5
2010	6	6.4	5.4	5.2
Median Home Value (estimate)				
2000	239,200	267,000	128,300	84,500
2010	311,400	443,100	188,800	106,600

The Village of Corrales and the Town of Bernalillo were chosen as comparison places because they are nearby smaller communities and, like the Village, are impacted by growth and activity in the Albuquerque metropolitan area. Bernalillo County is used as a larger baseline comparison.

Los Ranchos has the smallest population but has a similar amount of growth as Corrales, with about 1,000 people between 2000 and 2010. Los Ranchos also has a proportion of its population 65 and over similar to Corrales, both of which are higher than the Town of Bernalillo and Bernalillo County. Los Ranchos' median age is also about 10 years older than Bernalillo County but was less than Corrales' 51 years.

The average household and family size reflects for the most part what is happening in the Village. The smaller household and family size are not solely Village characteristics. There is a decrease in 1-unit detached homes between 2000 and 2010, likely because of apartments annexed between that time. This likely brings down the median room estimate, but the Village and Corrales still have a higher estimate of median rooms, which can mean more larger homes (which may be then reflected in a higher median home value).

Population Pyramids

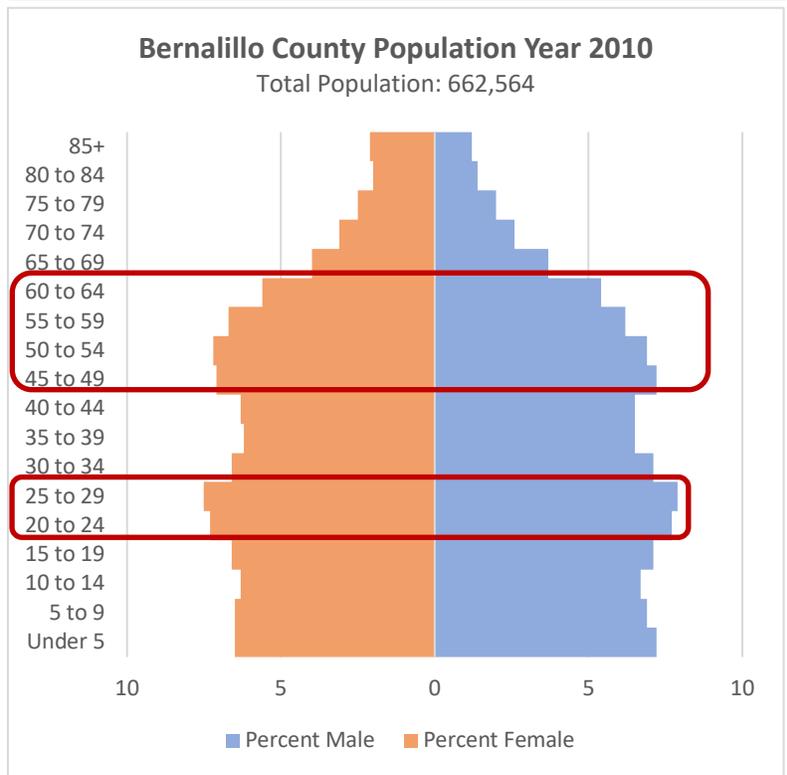
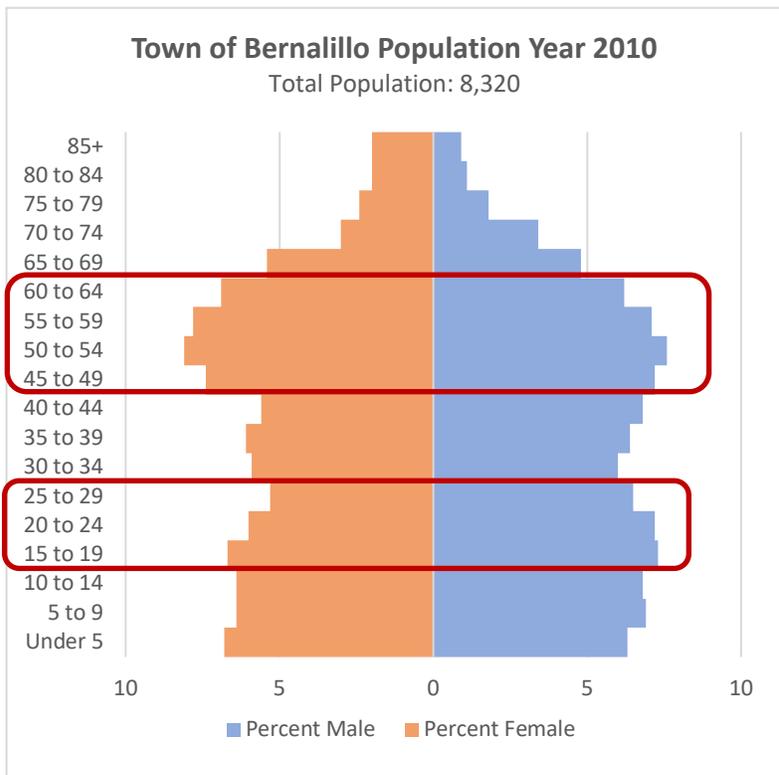
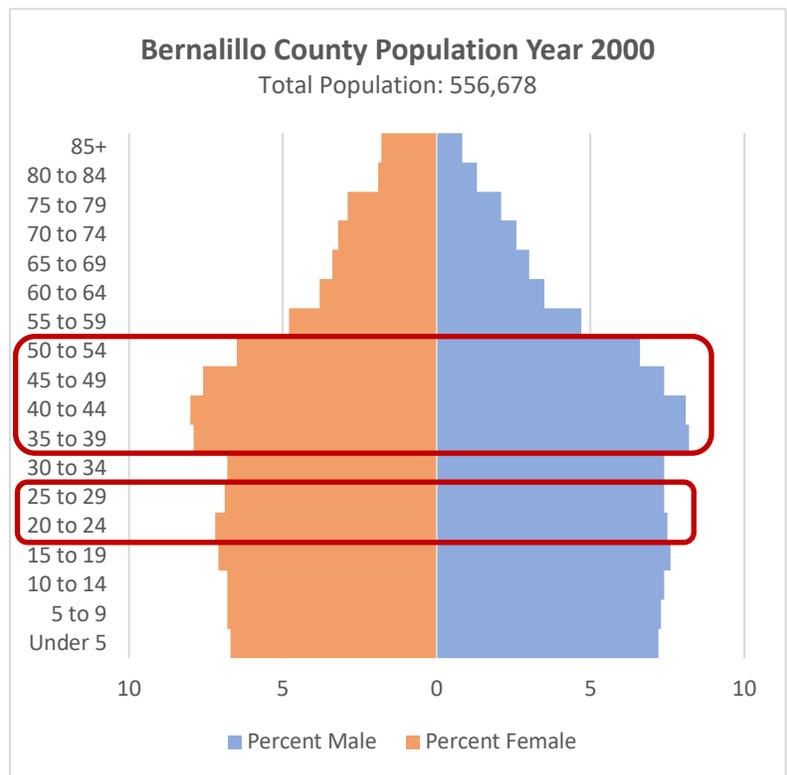
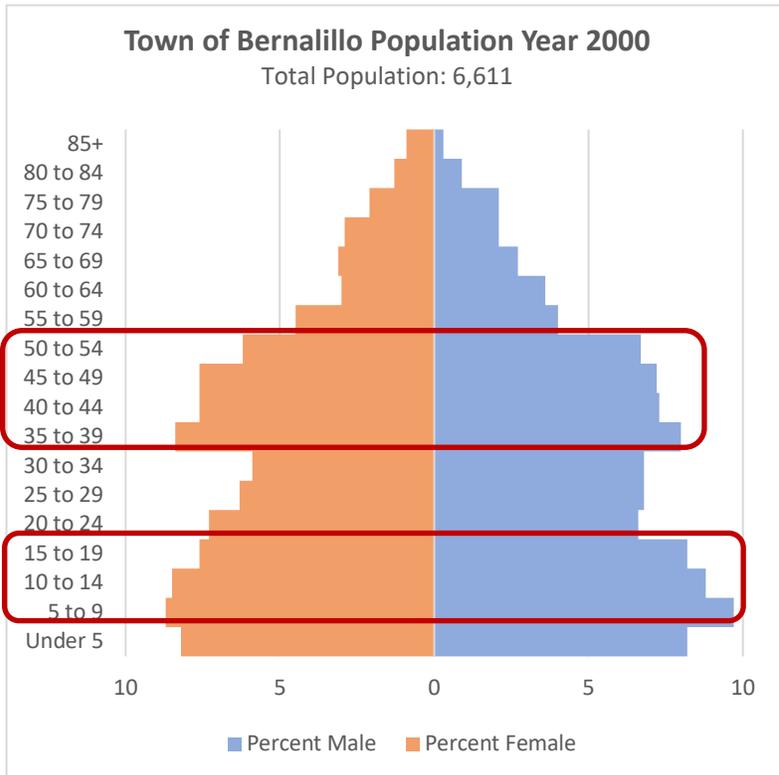


Population pyramids are a way to see the age breakdown of the Village. The results support the increasing median age and percent of the population that is 65 and over. Population pyramids use census data collected every ten years.

The Los Ranchos population pyramid for year 2000 shows two bumps: one in the age bracket from 40-59 and one from 5-19. Ten years later in 2010, the bump for the 40-59 age bracket ages ten years; it shifts to 50-69. The younger bump should also age ten years to 15-29 but instead the bump disappears. This may mean that

those in their 20s leave after high school. The bumps are not the same size as the population grows between 2000 and 2010.

Corrales shows a similar picture, though their age bracket bumps are more pronounced. The resulting ten-year change in the younger bump shows an even greater decrease of those in their 20s. The Town of Bernalillo also shows a decrease in the younger bump between 5-19 aging to 15-29, however the loss is less pronounced. Bernalillo County actually shows an increased bump of those 20-29 in 2010.



Population Projections

The 65 and over population is predicted to reach about 20% of the total population...

In the United States: By **2050, 20%** of the total population (up from 15% in 2015)

In the ABQ Metro Area: By **2040, 21%** of the total population (up from 12% in 2016)

In Los Ranchos: In **2010, 19%** of the total population (up from 14% in 2000)

The proportion of the population that is 65 and over is already 20% in Los Ranchos while larger places such as the Albuquerque Metropolitan Area and the United States are not predicted to reach that same target for another couple decades.

New Mexico

“New Mexico continues to experience high unemployment, low job growth, low birth rates, and most recently, negative net migration. These factors are anticipated to have a deep and lasting impact on future growth.”

- Futures 2040 Metropolitan Transportation Plan Administrative Modification (September 2017)

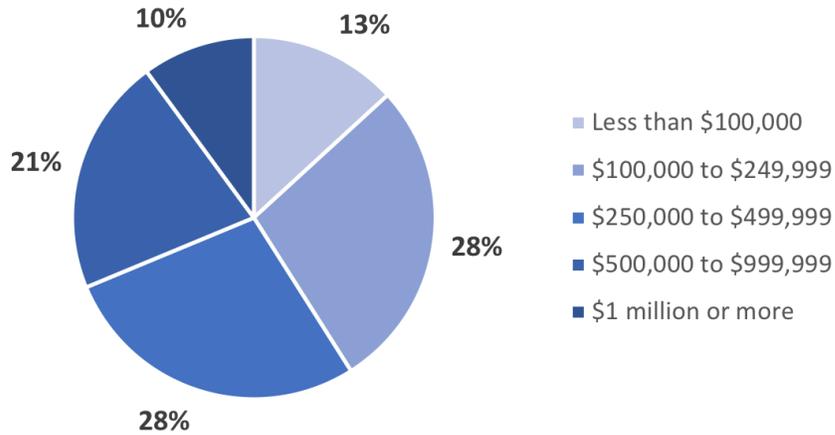
The problems seen in Los Ranchos are not necessarily isolated; similar and contributing issues can be seen in the metropolitan area and New Mexico as a whole.

Housing

Los Ranchos will need to consider how to address different age brackets and their needs, which may be different or overlap.

2010 Village Value of Owner-Occupied Units

*ACS Estimate 2006-2010



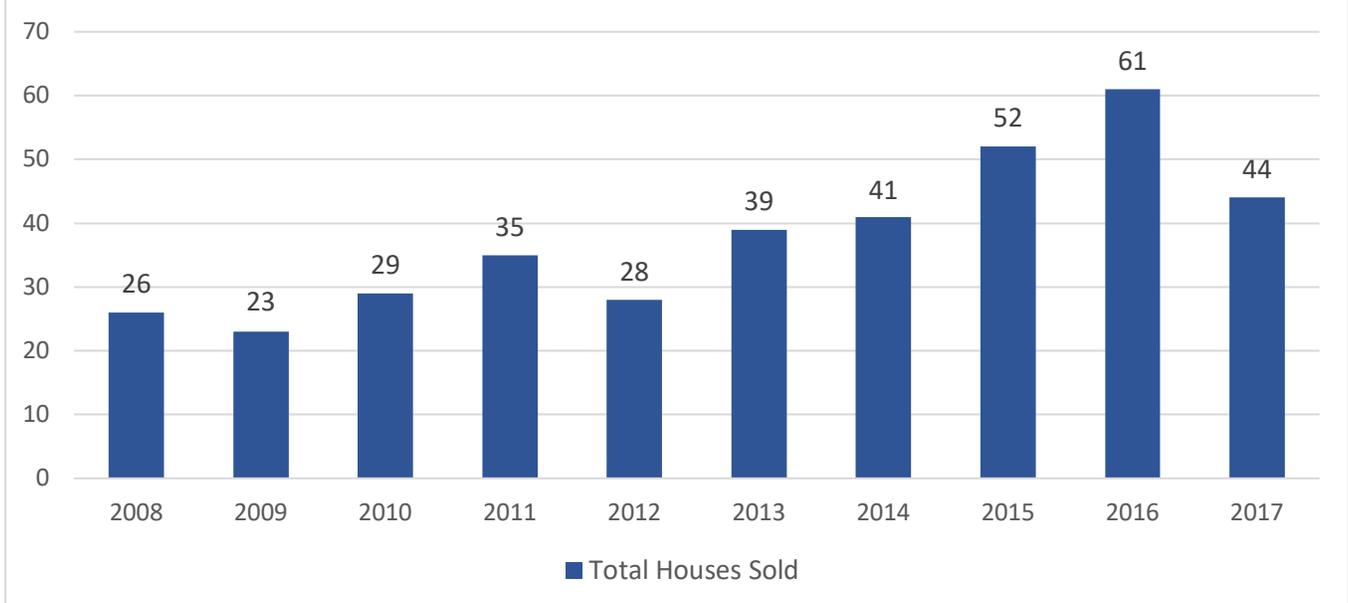
The majority of Los Ranchos is 1-unit detached homes. In 2010, 14% were 10 or more-unit homes and 13% were mobile homes. The remaining 4% were other types of housing.

It was estimated in 2010 that 10% of homes were valued one million or more and about one-third were valued \$500,000 or more. Estimates are from the U.S. census bureau but are not as reliable as numbers taken from the decennial census.

The Village Vision magazine has annual statistics on homes sold in the Village, called the State of the Village Real Estate Market. Trends show an overall upward trend in homes sold but also a decrease in average and median home sale prices from 2008-2017, though the average price per square foot appears to stay continuously above Albuquerque’s average price per square foot.

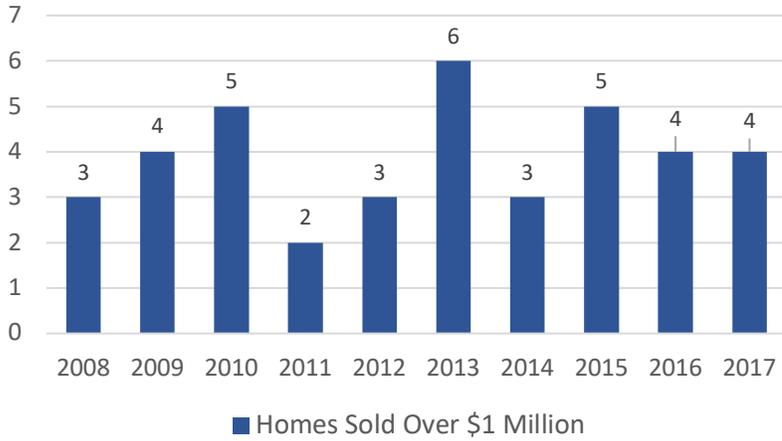
Total Houses Sold 2008-2017

*Village Vision State of the Village Real Estate Market



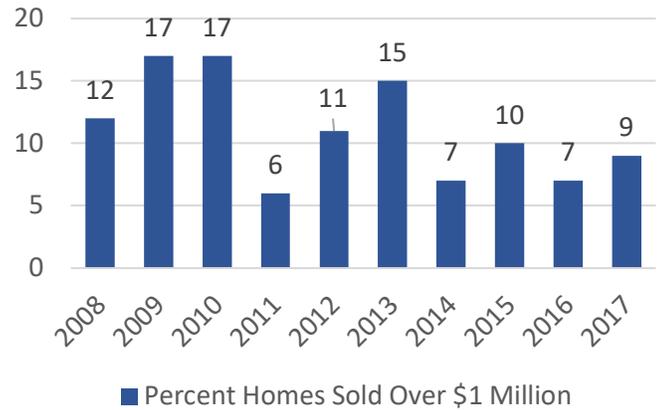
Homes Sold Over 1 Million 2008-2017

*Village Vision State of the Village Real Estate Market



% Homes Sold Over \$1 million

*Village Vision State of the Village Real Estate Market



Average Sale Price 2008-2017

*Village Vision State of the Village Real Estate Market



Median Sale Price 2008-2017

*Village Vision State of the Village Real Estate Market



Average Price per Square Foot 2008-2017

*Village Vision State of the Village Real Estate Market

*Venturi Realty Group (SWMLS InfoSparks 2018)



Generations

There are differences in preferences for certain types of amenities between generations, however it may not be as pronounced as often thought.

“...some urban amenities commonly associated with Millennials are shared by other generations”

Prefer having public transportation options:

55% Millennials

52% Baby Boomers

51% Overall survey respondents

- Urban Land Institute “America in 2013”

Generation Definitions

*ULI+MRCOG: “Taking the Wheel” (2016)

Millennials: Age 36 or younger

Generation X: Age 37 to 51

Baby Boomers: Age 52 to 70

Silent Generation: Age 71 or older

Millennials

According to the Urban Land Institute and Mid-Region Council of Governments, they have a *relative* stronger preference for multigenerational housing and urban environments compared to other generations. Less than half (40%) of Millennials show preference for urban, mixed-use housing, and alternative modes of transportation, but that 40% is still higher than other generations. They also are the least likely to prefer rural or small-town settings.

According to the National Association of Realtors, they are the largest proportion of home buyers (34%) and also the largest proportion of non-homeowners (59%).

National Association of Realtors information is best used to compare characteristics of those who buy homes, not necessarily whether people are buying homes, as it does not have as much information on alternatives.

Generation X

According to the National Association of Realtors, they are the highest income home buyers. This is reflected in their home buying, as they have the highest median home prices and the largest median home square footage.

Baby Boomers

According to the National Association of Realtors, there are contradictory findings regarding home buying. On the one hand, there are those who plan to age in place and remain in their current homes, and on the other there are those who plan on downsizing to smaller units, perhaps for a more easily manageable space or for physical constraints (i.e. a home without stairs, an ADA accessible home). Those who are likely to move prefer alternatives to single-family homes.

Silent Generation

According to the National Association of Realtors, they are the smallest proportion of home buyers. They have the lowest median household incomes and are least likely to buy a detached single-family home. 24% of survey respondents from this generation bought senior-related housing.

Multi-Generational

According to the Pew Research Center, 19% of the United States population lived in multigenerational homes in 2014. Multigenerational is defined as either a home with two adult generations (parents and grandparents or parents and adult children) or a home with grandparents and grandchildren. Of that 19%, 49% of multigenerational homes are parents and their adult children (children age 25 or older). This excludes the majority of undergraduate college students. 44% of multigenerational homes have three generations (grandparents, parents, and children).

Renters

Overall, renters are increasingly older, more likely to be married, and more likely to have some college education.

In the Albuquerque Metropolitan Area especially, college educated renters are 21% of total renters. Compared to the U.S. overall, where college educated renters are 8% of total renters, the Albuquerque area has a much higher proportion of renters who are college educated.

Economics

	Los Ranchos	City of Albuquerque	Corrales	Town of Bernalillo
Total Gross Receipts				
2004	\$109 million	\$24 billion	\$144 million	\$156 million
2010	\$123 million	\$24 billion	\$86 million	\$245 million
2016	\$177 million	\$27 billion	\$108 million	\$269 million
2017	\$160 million	\$28 billion	\$117 million	\$283 million
Total Gross Receipts per Capita				
2010	\$20,000	\$44,000	\$10,000	\$29,000
2016*	\$29,000	\$48,000	\$13,000	\$31,000
Total Population				
2010	6,024	545,695	8,329	8,320
2016*	6,069	556,859	8,474	8,676
*Population Estimate				

Rounded numbers of Total Gross Receipts from New Mexico Tax and Revenue show that in general, the Village has increased in gross receipts and gross receipts per capita. The Village also has the largest increase between 2010 and 2016 in gross receipts per capita compared to Albuquerque, the Town of Bernalillo, and Corrales.

Albuquerque replaced the baseline of Bernalillo County for comparison to a larger entity. 2004 is the first full year available on the NM Tax and Revenue website. 2017 population estimates are not yet available.

A breakdown of Village Total Gross Receipts by Industry shows that retail trade, construction, and other services are continually the top sources of Village gross receipts. The difference in amounts between 2004 and 2010 can show the difference it makes when businesses report their place of business or service as the Village of Los Ranchos. Prior to 2004-2005, businesses did not necessarily list their business or service as in the Village of Los Ranchos. This can be seen in the change in gross receipts from utilities.

LOS RANCHOS TOTAL GROSS RECEIPTS BY INDUSTRY

TOTAL GROSS RECEIPTS BY INDUSTRY		2004
1	Retail Trade	19,301,422
2	Other Services (except Public Administration)	16,894,717
3	Construction	16,743,712
4	Manufacturing	15,513,141
5	Accommodation & Food Services	11,777,900
6	Wholesale Trade	6,899,701
7	Professional, Sci, & Technical Services	4,279,127
8	Information & Cultural Industries	2,761,189
9	Unclassified Establishments	2,675,245
10	Health Care & Social Assistance	1,874,485
11	Real Estate & Rental & Leasing	1,128,900
12	Finance and Insurance	489,041
13	Educational Services	444,785
14	Arts, Ent, & Rec	177,283
15	Admin & Support & Waste Mgt & Remediation Services	3,705
16	Agriculture, Forestry, Fishing and Hunting	0
17	Transportation & Warehousing	0
18	Utilities	0

LOS RANCHOS TOTAL GROSS RECEIPTS BY INDUSTRY

TOTAL GROSS RECEIPTS BY INDUSTRY		2016
1	Retail Trade	47,568,287
2	Construction	26,883,574
3	Other Services (except Public Admin)	22,698,239
4	Manufacturing	17,386,805
5	Accommodation & Food Services	14,287,522
6	Professional, Sci, & Technical Services	12,140,677
7	Utilities	8,871,354
8	Wholesale Trade	6,430,314
9	Information	6,053,199
10	Real Estate & Rental & Leasing	5,900,611
11	Health Care & Social Assistance	3,128,971
12	Finance & Insurance	1,745,650
13	Unclassified Establishments	1,163,601
14	Admin & Support & Waste Mgt & Remediation Services	850,157
15	Arts, Ent, and Rec	559,868
16	Educational Services	456,595
17	Transportation & Warehousing	304,961
18	Agriculture, Forestry, Fishing and Hunting	105,682

TOTAL GROSS RECEIPTS BY INDUSTRY		2010
1	Retail Trade	33,851,083
2	Construction	15,434,595
3	Accommodation & Food Services	14,920,710
4	Other Services (except Public Admin)	11,025,173
5	Professional, Sci, & Technical Services	9,644,491
6	Finance & Insurance	7,072,397
7	Wholesale Trade	6,944,176
8	Utilities	6,903,215
9	Manufacturing	6,237,450
10	Information & Cultural Industries	3,012,695
11	Real Estate & Rental & Leasing	2,743,669
12	Health Care & Social Assistance	2,105,271
13	Arts, Ent, & Rec	884,024
14	Admin & Support & Waste Mgt & Remediation Services	802,282
15	Transportation & Warehousing	545,835
16	Unclassified Establishments	332,026
17	Educational Services	307,415
18	Agriculture, Forestry, Fishing & Hunting	0

TOTAL GROSS RECEIPTS BY INDUSTRY		2017
1	Retail Trade	32,243,118
2	Other Services (except Public Admin)	25,566,602
3	Construction	23,067,469
4	Professional, Sci, and Technical Services	15,906,910
5	Accommodation & Food Services	13,364,504
6	Manufacturing	12,234,193
7	Information	9,108,315
8	Utilities	7,966,766
9	Real Estate & Rental & Leasing	6,192,962
10	Wholesale Trade	5,640,194
11	Health Care & Social Assistance	3,379,387
12	Finance & Insurance	1,220,778
13	Unclassified Establishments	1,156,635
14	Admin & Support & Waste Mgt & Remediation Services	968,804
15	Educational Services	478,278
16	Arts, Ent, and Rec	445,061
17	Transportation & Warehousing	214,835
18	Agriculture, Forestry, Fishing and Hunting	87,429

Source: New Mexico Taxation & Revenue Monthly Local Government Distribution Reports (RP-500)

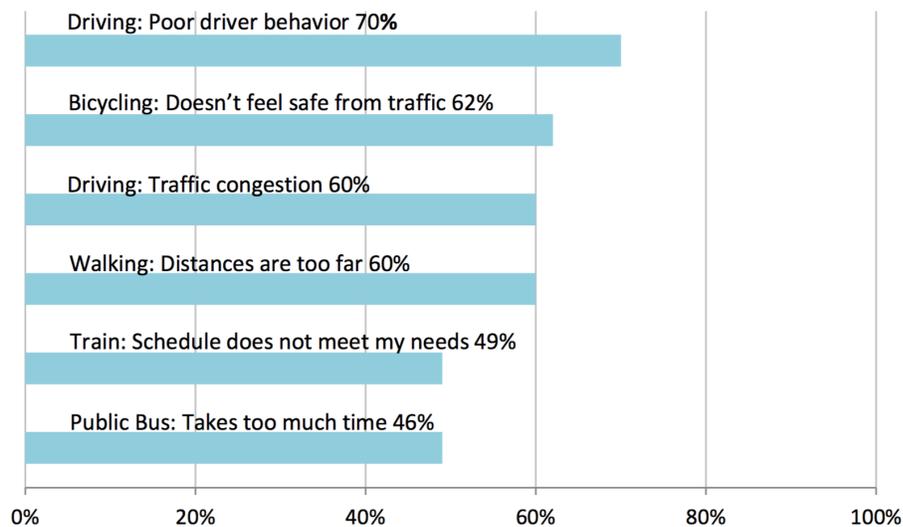
Source: New Mexico Taxation & Revenue Monthly Local Government Distribution Reports (RP-500)

Transportation

According to American Community Survey 2016 estimates from the U.S. Census Bureau, Los Ranchos commuters (16+) primarily drive alone (92%). A small number carpool (7%) or take public transit (1%). Though these are estimates, the results of a travel study for the Albuquerque Metropolitan Area from the Mid-Region Council of Governments supports the high percentage of those who drive alone and low percentage of other modes of transportation.

In that same study, issues for all transportation modes are mentioned. These issues affect the larger area and likely affect the Village as well.

Figure 3-36: Top Reported Issues for All Transportation Modes, 2040 MTP Questionnaire



Aging

An aging population can affect housing demand, but it can also affect transportation, as “...by 2030, 25% of licensed drivers in the U.S. will be over the age of 65” according to the National Association of Area Agencies on Aging.

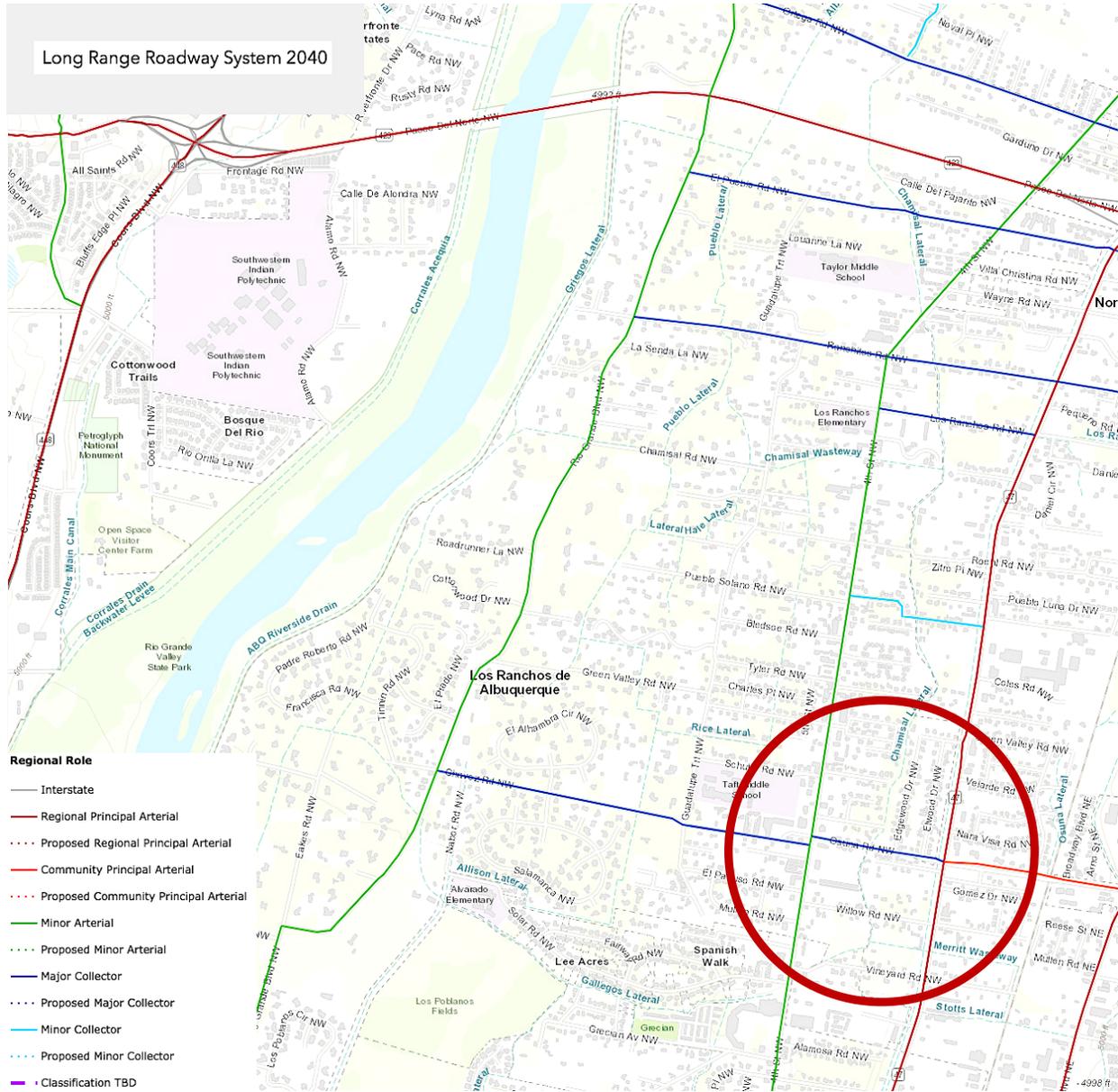
Safety

In terms of overall safety, Albuquerque was ranked second in the nation in 2016 for the number of pedestrian fatalities per capita, just behind Phoenix, AZ.

Los Ranchos’ intersections had about average crash rates between 2008-2012. The only intersection with a higher than average crash rate was Ranchitos and Fourth Street, which had up to two times the average bicycle intersection crash rate.

- Average intersection crash rate: 1.0716
- Average fatal and injury intersection crash rate: 0.3422
- Average pedestrian intersection crash rate: 0.0441
- Average bicycle intersection crash rate: 0.037

Roads



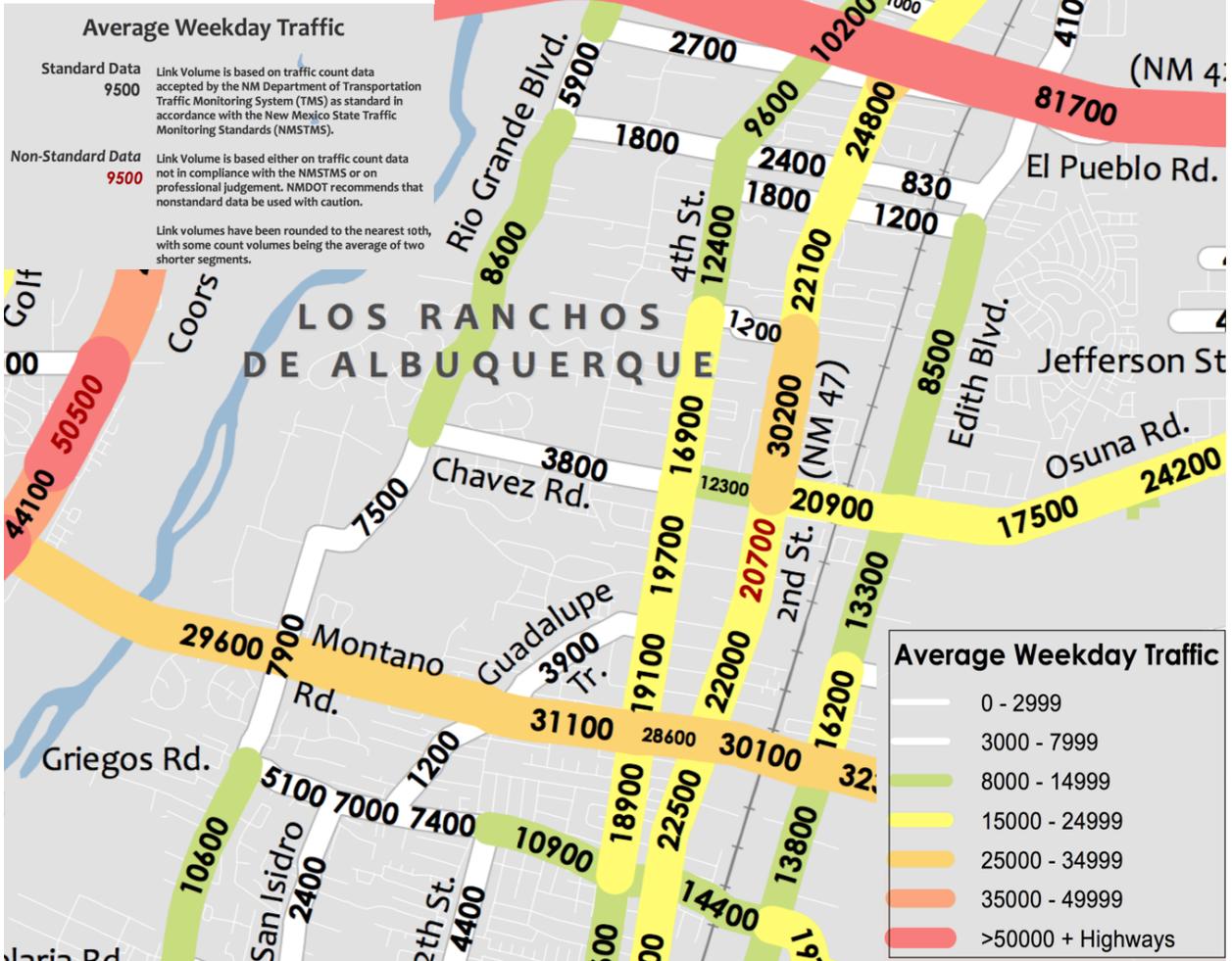
The Long Range Roadway System 2040 shows current and proposed changes to Los Ranchos road classifications. Classifications are based on traffic volumes and speed. There are no proposed changes to the roads in and surrounding the Village and the Village’s roads are classified as a lower regional role (less traffic and slower speeds) than the surrounding area. This can be seen in the transition of Chavez and Osuna, circled in red.

The 2016 Traffic Flows map supports these road classifications. Village roads show lower average weekday traffic compared to surrounding roads such as Montano and Second Street.

2016 Traffic Flows for the Greater Albuquerque Area

Map prepared by the Mid-Region Council of Governments (MRCOG) in cooperation with the New Mexico Department of Transportation, the local governments in the Albuquerque Metropolitan Planning Area, and the U.S. Department of Transportation, Federal Highway Administration. Map prepared September 2017.

An online version of this map with complete and historic traffic count information and additional maps can be found at: www.mrcog-nm.gov



Bicycles

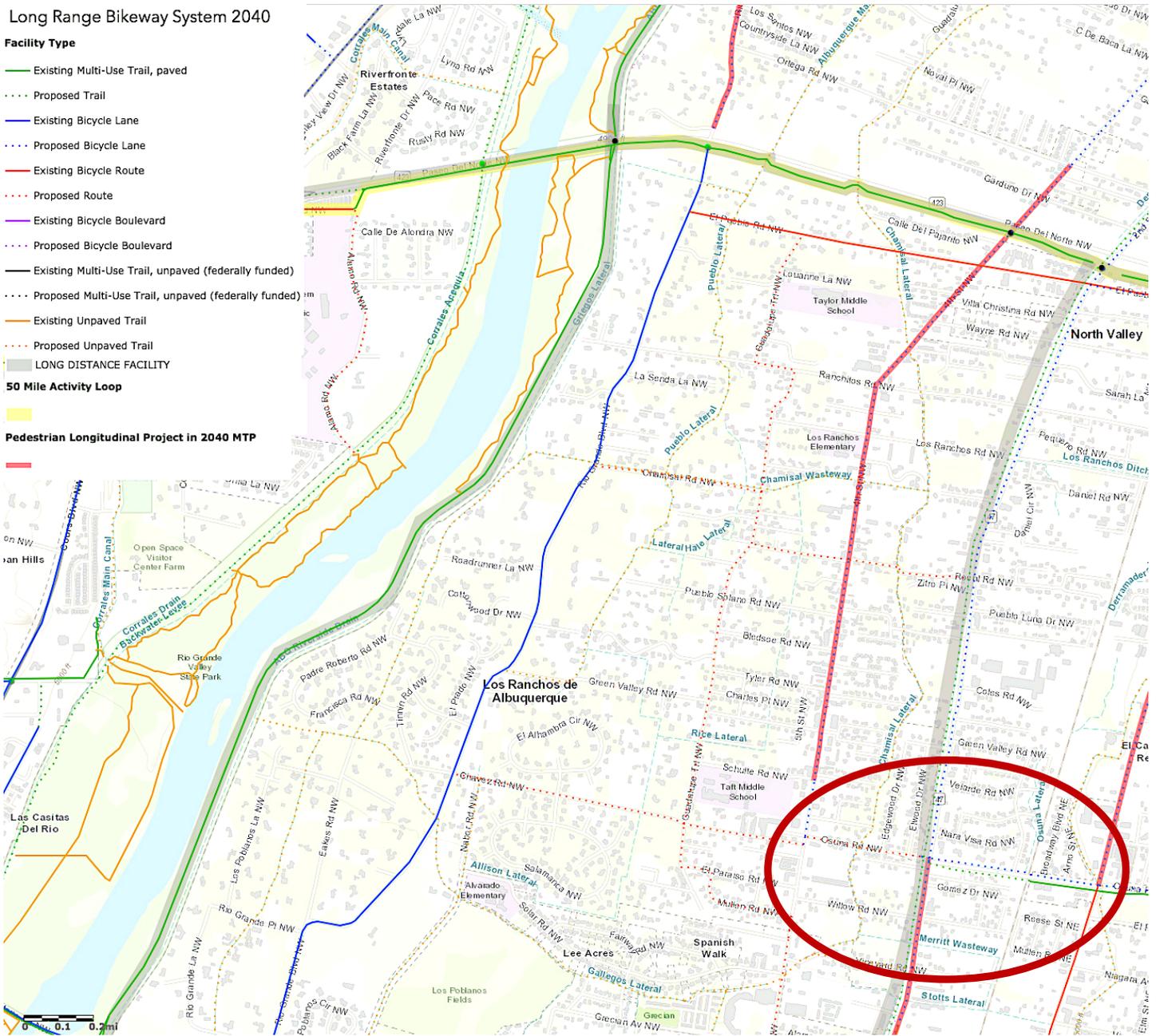
Long Range Bikeway System 2040

Facility Type

- Existing Multi-Use Trail, paved
- - - Proposed Trail
- Existing Bicycle Lane
- - - Proposed Bicycle Lane
- Existing Bicycle Route
- - - Proposed Route
- Existing Bicycle Boulevard
- - - Proposed Bicycle Boulevard
- Existing Multi-Use Trail, unpaved (federally funded)
- - - Proposed Multi-Use Trail, unpaved (federally funded)
- Existing Unpaved Trail
- - - Proposed Unpaved Trail
- LONG DISTANCE FACILITY

50 Mile Activity Loop

Pedestrian Longitudinal Project in 2040 MTP

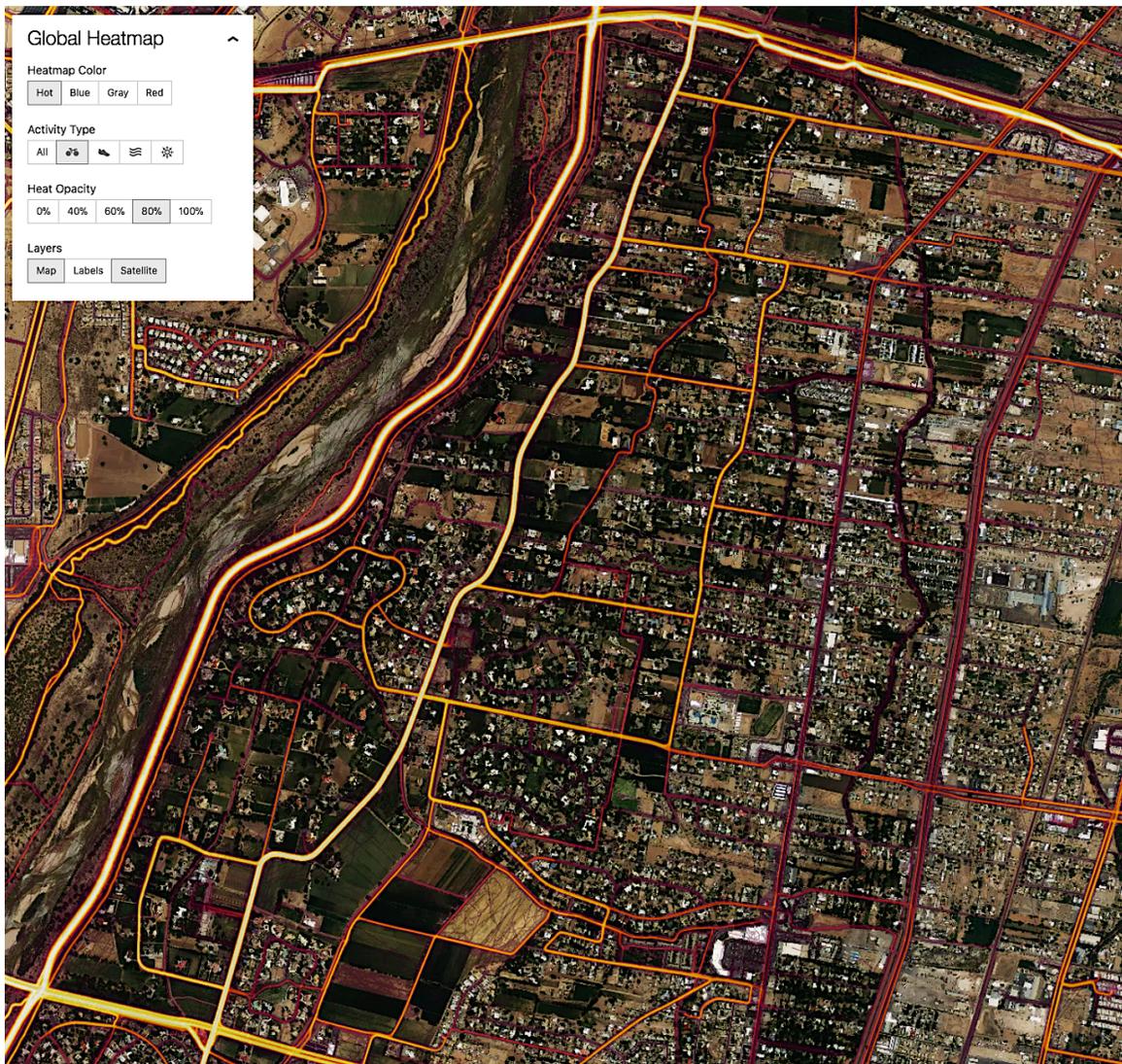


The Long Range Bikeway System 2040 map shows current and proposed bicycle facilities. There are various types of facilities listed, though not all of the proposed may be suitable for bicyclists (such as unpaved ditches). There is no timeframe for any of the proposed facilities.

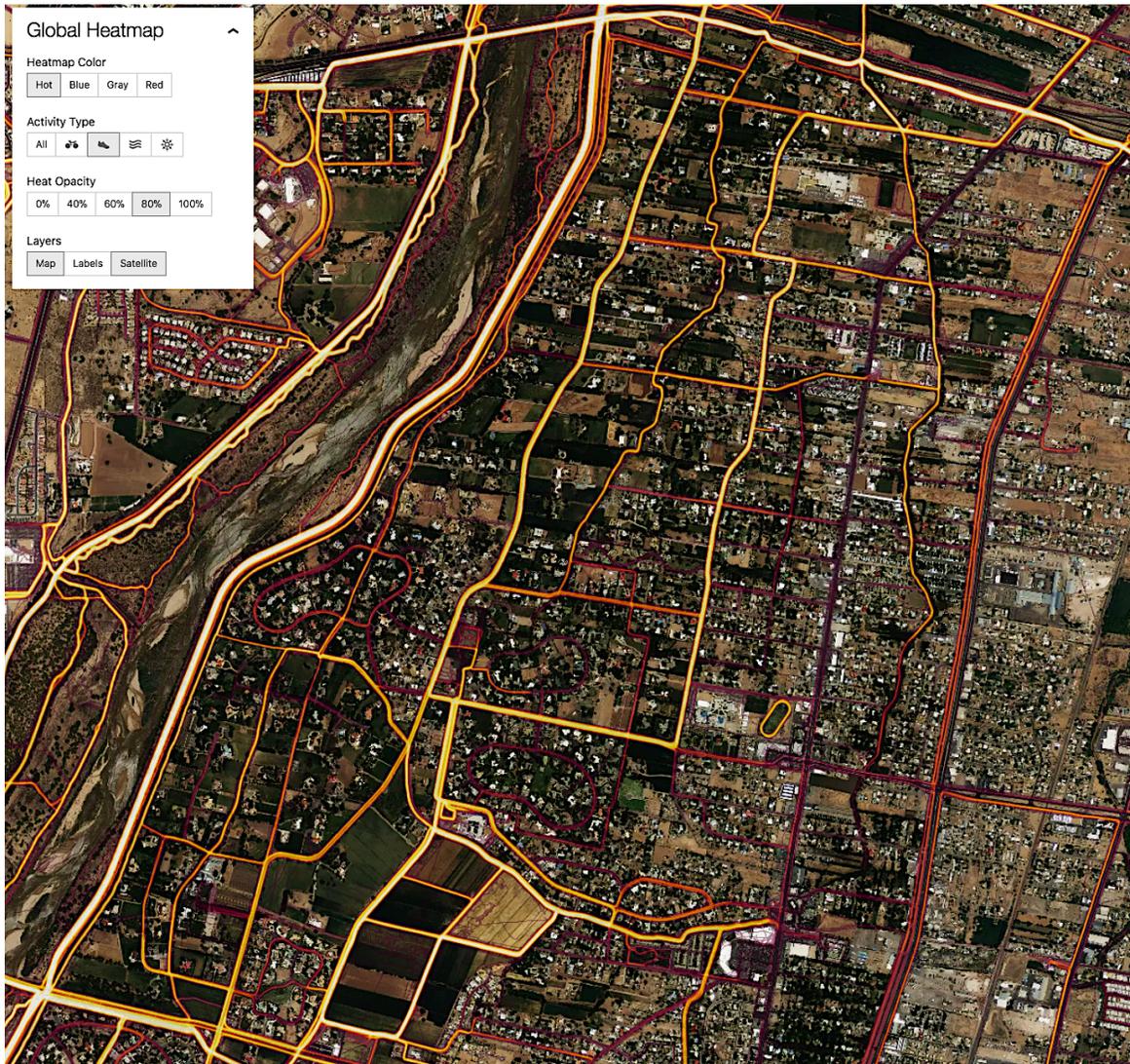
There are a few outside proposed facilities that could be worth connecting to, such as the Alameda Drain Trail along Second Street, which is already beginning construction, and the multi-use trail on Osuna proposed to extend to Second and Osuna.

Recreation

This recreational data is publically accessible from the application Strava, which tracks users' routes. Note that this Strava data is best used as an example of what routes are being used by a subset of primarily recreational walkers, runners, and bicyclists and is not representative of the Village's walkers, runners, and bicyclists. It only shows what routes are most popular for a subset of mainly recreational users who have the Strava app. Additionally, the use of these routes is not necessarily only by Village residents. There is no differentiation between users who live in the Village and do not live in the Village.



Bicycle Strava Heatmap



Walk/Run Strava Heatmap

Given the data's limitations, popular routes for recreational users are still visible, including informal ditch trails for walkers and runners. By far the most popular trail for all recreational users is along the Bosque. Bicyclists also use Rio Grande Boulevard's bike lanes and the Paseo del Norte trail while walkers and runners also use the trails around Los Poblanos Field and the Paseo del Norte trail. Less popular routes for walkers and runners include Guadalupe Trail, Chavez Road, Griegos Drain/Nabor Road, and the Griegos and Gallegos Laterals. Rio Grande Boulevard may be used as a connector to the Paseo del Norte trail and the Alameda Open Space located outside the Village.

Though El Pueblo is classified as a Bicycle Route, it does not appear to be used more frequently than other East-West roads in the Village by bicyclists who use Strava, possibly due to its close proximity to the Paseo del Norte trail, which is likely a safer alternative, and lack of signage.

Transit

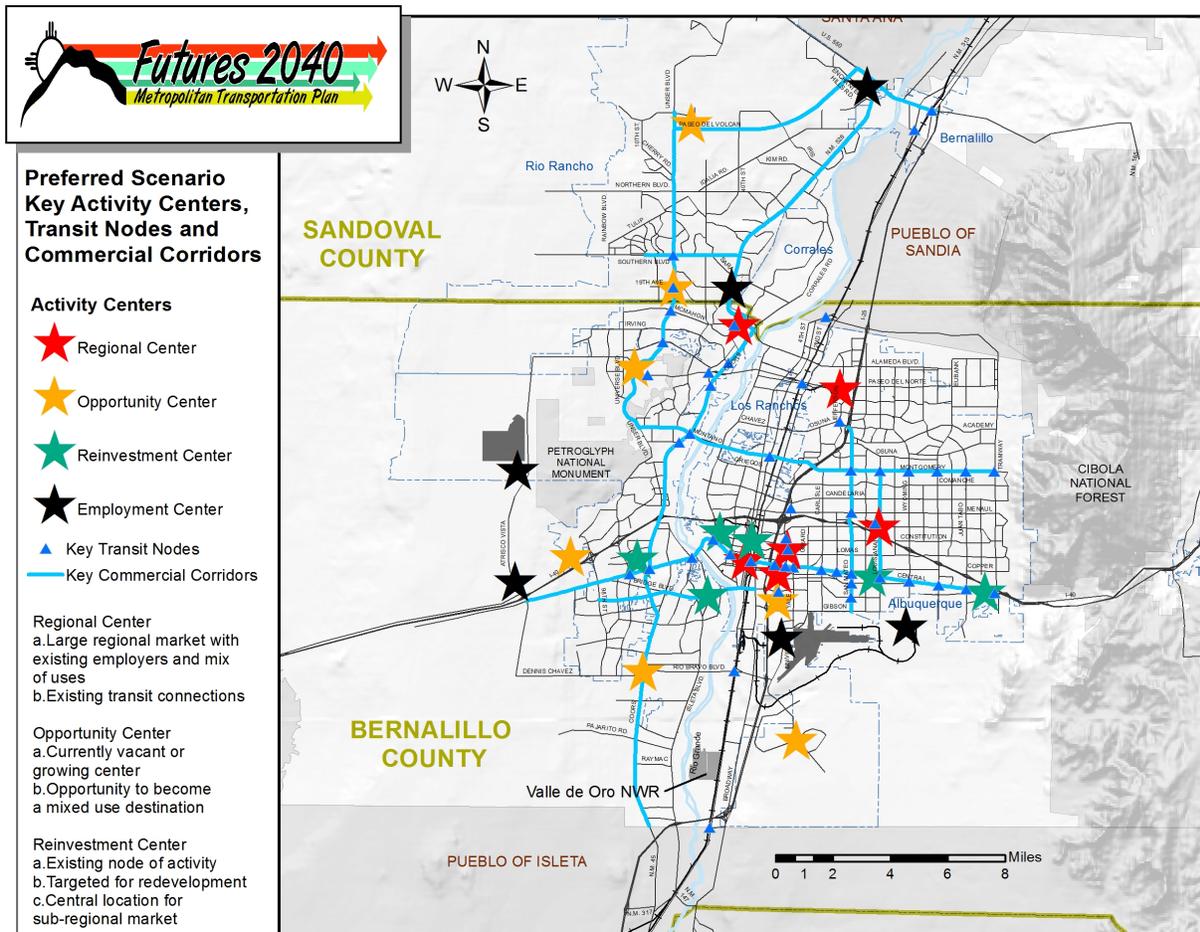
The Village has a bus connection along Fourth Street with the Light Blue line #10, though there is less ridership and fewer stops/shorter hours north of Montano. The Village is also in close proximity to a Rail Runner station on El Pueblo road, the Los Ranchos/Journal Center station.

Freight

Many roads around the Village have truck restrictions and no roads through the Village are considered primary freight corridors.

Activity Centers

The 2040 Metropolitan Transportation Plan mentions activity centers where proposed transportation interventions based on population and employment is likely (trend) or preferred to grow in the region. The preferred scenario is an alternative to the current trend and focuses growth in key locations (activity centers). The activity center growth could show where there will be future development and could be worth considering regarding proximity to the Village. The closest location to the Village is Journal Center, which is likely to grow in employment regardless of trend or preferred scenario, though the preferred scenario places a larger population living in that area. On the other side of the river, the closest activity center is the Cottonwood Mall area.



This map is cropped. For the full map and maps for population and employment trend and preferred scenarios, please refer to the larger transportation document.