

Del Norte Specific Area Plan

*December 2007
As Amended November 2009*



Mayor Michael Williams

Governing Body:

District 1: Fay F. Davis
District 3: Delma Petruzzo
District 5: Larry Naranjo

District 2: Patricia A. Thomas
District 4: Howard W. Balmer
District 6: Marilyn Salzman

Planning and Zoning Board:

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1.0 Introduction

1.1 Purpose

The purpose of *Del Norte Specific Area Plan* is to help guide and manage future development along, and in the vicinity of, a major arterial street within the City of Rio Rancho. In response to several recent applications for new commercial development in this area, the City has initiated this planning process. This plan provides information about current conditions in the corridor area, identifies goals and objectives, proposes land uses and zoning, identifies access points, creates design standards, and lists methods of implementation.

1.2 Plan Area

The *Del Norte Specific Area Plan* encompasses an area that forms a 461 acre triangle located in the south central part of the city north of Northern Blvd. It is located in Unit 13, Rio Rancho Estates, Tract E, Block G, H, J, 77-80 and 83-86, 88-90; All Lots and Tracts; High Range, Unit 2; and Loma Colorado East, Tracts A-S. It is bounded by Idalia Rd. and Inca Rd. on the north, 40th St. on the east, and Northern Blvd. on the south.

1.3 Plan Hierarchy

- Comprehensive Plan

The *Vision 2020 Integrated Comprehensive Plan*, adopted June, 2001, is a Level 1 general policy plan to direct current and future growth and physical development of the entire city. The Plan emphasizes patterns of development with mixed land uses and densities. The concept is characterized by Growth Nodes for new development, but also includes infill opportunities.

- Specific Area Plans

A specific area plan is a Level 5 plan that addresses uses, access, parking, streetscape, and other issues along a major thoroughfare or a specific geographic area. It may also address mixed uses, connectivity, character, community services, and other issues for a neighborhood or activity center in the city. Examples of corridor and specific area plans in the city are: Southern Blvd., Northern Blvd., and Golf Course Rd. Adoption of a specific area plan is an amendment to the ICP.

- *Northern Boulevard Area Plan*

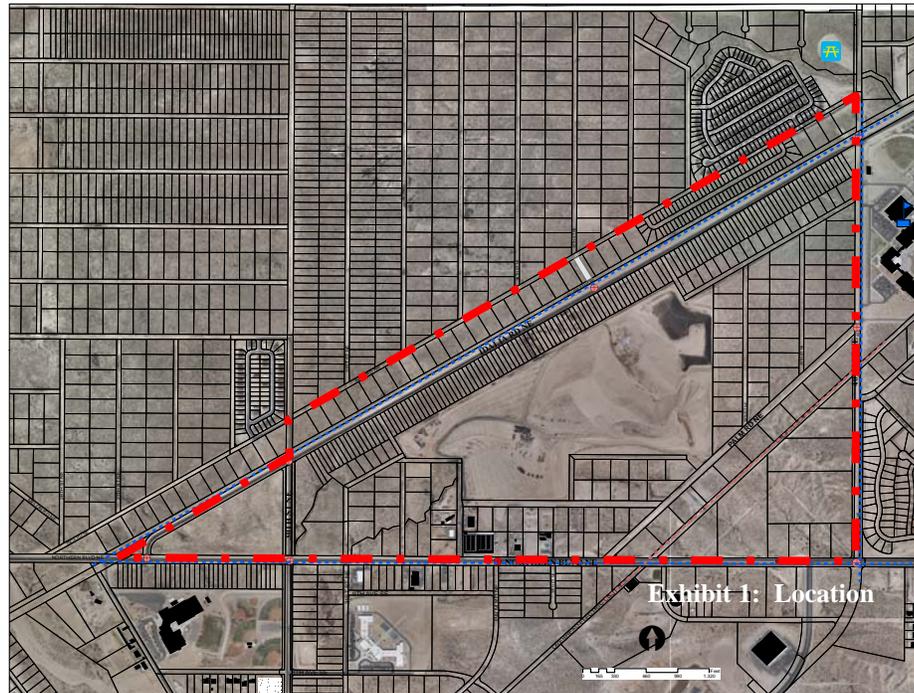
The *Northern Blvd. Area Plan* was adopted in 1996 and covers both sides of Northern Blvd. from Montoyas Arroyo to 40th St. The Plan designates areas for commercial, office, and manufacturing uses to be located within activity centers. It also provides design guidelines for landscaping, signage, architecture, and access. A related plan is the *Northern Blvd. Wholesale and Warehousing Commercial Specific Plan* adopted in 1995. It also provides access requirements and C-2 zoning in block 116 on the south side of Northern Blvd. The Northern Blvd. plan is replaced by the *Del Norte Specific Area Plan*.

- *Broadmoor Drive Specific Area Plan*

The Plan was adopted in 2007 and incorporates land uses and access control of the earlier plans for the south side of Northern Blvd. It also establishes an overlay zone to implement many of the plan recommendations for access and design. The *Del Norte Specific Area Plan* will implement design guidelines on the north side of Northern Blvd. to match those on the south side of the corridor adopted by the Broadmoor Dr. SAP.

- Loma Colorado Master Plan

This plan was adopted in 2006 and identifies land use for the northwest and southwest corner of Northern Blvd. and Loma Colorado Dr. It also provides design guidelines for commercial development (See Section 6.0). The *Del Norte Specific Area Plan* does not replace this plan but incorporates its designated uses and design guidelines.



1.4 Plan Process

- Planning and Zoning Board Public Meeting

Public meetings were held on October 30, 2007 and November 13, 2007. The public meeting was advertised by sending out letters to all property owners in the Plan area. The meeting was also posted on the City's website. The PZB makes a recommendation to the Governing Body.

- Governing Body Public Hearing

A public hearing date is scheduled for December 12, 2007. The public hearing has been advertised by sending out certified letters to all property owners in the Plan area. Notices will also be posted on the City's website. The Governing Body will adopt the specific area plan and any amendments.

1.5 Plan Implementation

A specific area plan is typically implemented through one or more zone map amendments that may be initiated by the City of Rio Rancho or private landowners. Development standards may be established through the adoption of an overlay zone for all or part of the plan area. Recommended capital improvements will be implemented through the City's ICIP or as private development occurs.

2.0 Existing Conditions

Existing conditions for Rio Rancho and the Plan Area described in this section include:

- Demographics
- Natural Environment
- Land Use
- Zoning
- Transportation
- Utilities
- Drainage

2.1 Demographics

Rio Rancho is the fastest growing municipality in New Mexico with an 18.5% growth rate in 2005. The City is expected to more than double in population over the next 20 years.

Exhibit 2: Plan Area Population and Housing				
	2000	2007/08	2015**	2025***
City of Rio Rancho				
Housing	20,209	27,778	41,403	61,410
Population	51,765	75,000	111,787	165,806
Plan Area				
Housing	0	75	150	300
Population	0	203	405	810
Notes: 300 residentially zoned lots; Avg. household size – 2.70 persons Assumes High Range 2 build-out in 2008; Full build-out by 2025 Source: US Census, 2000; Projections: NCAP Draft, 2006				

The median age for residents of Rio Rancho was 35.1 years, slightly higher than the statewide figure of 34.6 years; however, the City has a higher percentage of residents under 18 than the state average. City residents 18 years or older accounted for 70.8 percent of the total population, compared with 72.0 percent for the state as a whole. Residents 62 years and older comprised 13.4 percent of the total population, compared with 14.0 percent statewide.

The average City of Rio Rancho household had 2.70 persons and the average family household had 3.14 persons, which is very similar to the statewide figures of 2.63 persons and 3.18 persons, respectively. Rio Rancho had a total of 18,995 households in 2000. Of these, 74.3 percent were family households (the members are related by blood or marriage) and 25.7 percent are non-family households. This ratio is fairly similar to that of the state as a whole, where 68.8 percent of households are family households and the remaining 31.2 percent are non-family households. In 2000, 40.3 percent of all families had children under 18 years of age living in the house, which is somewhat higher than the statewide figure of 34.7 percent.

Rio Rancho is less ethnically diverse than the rest of the state. 78% of the population is white (28% of which is Hispanic); 4% multi-racial; 2% Native American; 3% Black; 1% Asian; and 11% unclassified.

Rio Rancho residents are better educated than for the state as a whole. 91% of the Rio Rancho population has a high school diploma. Of these, 29% have some college education, 5% an associate degree, 17% a bachelor degree, and 8% a graduate degree.

The Rio Rancho labor force was comprised of 35,400 workers in 2007. The unemployment rate for the city is 4.2%, similar to the state’s unemployment rate, but an increase from last year’s 3.5% unemployment rate (Bureau of Labor Statistics). This is possibly due to recent lay-offs at Intel, the city’s largest employer. In 2004, basic jobs, such in the manufacturing sector, made up almost half of the employment in Rio Rancho. Basic employment is comprised of high paying jobs and accounts for higher local incomes than in the surrounding area. Retail jobs made up 16% and health, education, and other service jobs made up 38% of employment in the city (MRCOG).

Rio Rancho’s major economic issue is that of creating more local jobs and retail thereby reducing leakage of gross receipts taxes and reducing the need for residents to commute. The City’s jobs-to-population ratio of .22 in 2005 will need to increase to .50 jobs-to-population to match the metro area ratio. The \$840 per capita in gross receipts taxes generated in Rio Rancho will need to increase to a level similar to the \$2,800 per capita generated in Albuquerque. The \$2,000 per capita difference represents leakage to Albuquerque and especially the Cottonwood Center area south of the City (NCAP, 2006). As of 2000, more Rio Rancho residents commuted outside the city than worked in the city. At the same time, more employees working in Rio Rancho were commuting from outside the city (Exhibit 3 below).

Exhibit 3: Rio Rancho Employment by Sector and Commuters					
		2000		2004	
	Sector	Employees	%	Employees	%
	Basic	9,640	49.1	9,681	45.9
	Retail	3,777	19.2	3,449	16.4
	Service	6,197	31.6	7,959	37.7
	Total Rio Rancho Jobs	19,614	100.0	21,089	100.0
	Residents Employed in RR	8,645	35.4		
	Resident Commuters outside RR	15,746	64.6		
	Total Resident Commuters	24,391	100.0		
	Total Employed Residents	26,292	-	28,914	-
	Residents Employed in RR	8,645	47.3		
	Non-Resident Commuters to RR	9,601	52.6		
	Total Commuters to RR	18,246	100.0		
Source: Mid Region Council of Governments; Bureau of Labor Statistics					

The City is rapidly increasing the number of local businesses. It has issued business licenses for 1,051 businesses still active. In 2006, 123 business licenses were approved, up from 56 business licenses in 2002. 435 businesses have been approved since 2002. In 2007, 86 business licenses have been issued to date. The majority of new businesses are located along Southern Blvd. (23) followed by the Stephanie/ Jackie Rd. area (21) and along NM 528 (13).

The City is also increasing the amount of commercial land available for new business. In 2005, 27 commercial building permits were issued valued at \$24.2 million; increasing to 34 permits

valued at \$44.2 million in 2006; with 37 permits valued at \$25.2 million as of October 1, 2007. Rio Rancho currently has 1.5 million square feet of retail space with another 61,300 square feet under construction (Rio Rancho Economic Development Corporation).

	Exhibit 4: Available Commercial Space			Net Absorption		
	Total SF	Vacant SF	Vacant %	Current Qtr.	Year-to-Date	Under Construction
Office	282,222	24,658	8.7%	3,350	(1,552)	168,961
Retail	1,543,675	61,695	4.0%	(3,133)	932	61,312
Industrial	5,768,777	48,836	0.8%	(4,400)	(15,600)	121,176

Source: Rio Rancho Economic Development Corporation

In 2006, the City received applications for 70 zone map amendments, of which 45 were for commercial rezoning. Of those 45 applications, 29 were approved, 1 was denied, 4 were withdrawn and 12 are pending. For 2007, the City has received 74 applications for rezoning property and 42 are for commercial zoning. Of those 42 applications, 13 have been approved, 1 was withdrawn and 28 are pending.

Over half of Rio Rancho's households earned between \$40,000 and \$100,000 in 1999. The community is predominately middle class, unlike most of the state. The median household income for the City is \$56,914 (US Census, 2007). At the same time, Rio Rancho is less expensive city to live in than its neighbors. The ACCRA Cost of Living Index for Rio Rancho is 97.6 (US = 100%, 4th Quarter 2006).

Building permits for single family homes slowed in 2006 to 2,049 after exceeding 3,000 in 2005 and 2007 is on pace for about 1,500 permits. The long-term average number of residential building permits issued has been about 1,000 annually.

Housing is still more affordable in Rio Rancho than for the metropolitan area as a whole. The average sales price of an existing home in Rio Rancho was \$204,680 in 2006. The median price was \$177,000. New homes are averaging \$212,000. Most new single family homes are currently being built in the Cabezon and Loma Colorado neighborhoods (Rio Rancho Economic Development Corp., 2006).

2.2 Natural Environment

In general, planning area soils are sandy, with only 8-10 inches of rain a year that support mainly native grasses and shrubs. The Sheppard-Grieta soils are representative of most of the soils in the plan area and are appropriate for urban development. Other major soil types in the area include:

- Clovis Fine Sandy Loam
- Sheppard Loamy Fine Sand
- Zia-Clovis Association.

The natural habitat of the planning area is marked by riparian conditions with many indigenous types of brush and grasses. Common plants include “chamisa, sand sagebrush, winterfat, mormon tea, broom snakewood, cholla cacti, prickly pear cacti, fourwing saltbrush, yucca, buchweat, tansy mustard, tumbleweed, fiddleneck, western ragweed, verbena, fleabane, desert senna, kochia, piñon, and oneseed juniper.” Local wildlife includes mammals, reptiles, and birds that are known to live in natural arroyo areas, including coyote, badger, kit fox, prairie dog, jackrabbit, Prairie rattlesnake, round-tailed horned lizard, lesser earless lizard, and New Mexico whiptail.

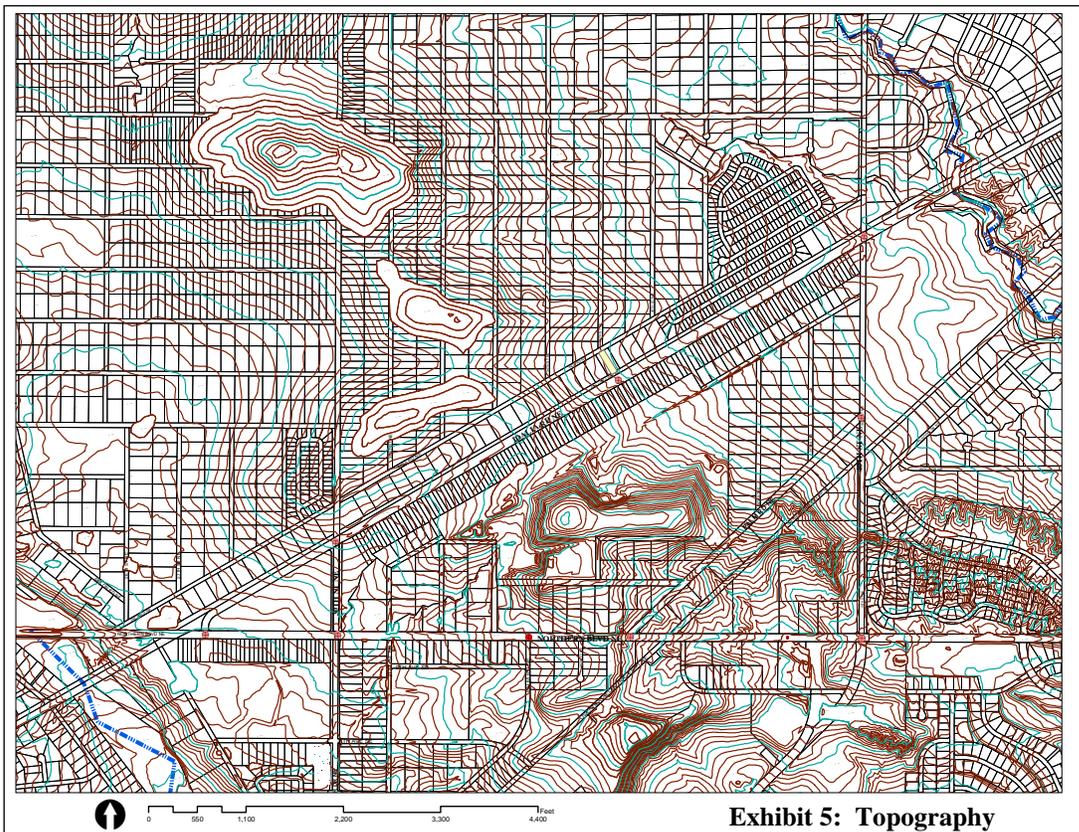


Exhibit 5: Topography

2.3 Land Ownership

The Plan area is comprised of approximately 327 buildable lots. The majority of the lots are less than or equal to 0.5 acre.

Exhibit 56 Buildable Lots		%
<.5 acre	222	67.9
.5 acre	0	0
.5 to 1 acre	32	9.8
1 acre	59	18.0
1-5 acres	11	3.4
5 - 20 acres	3	.9
20+ acres	0	0.0%
Total	327	100.0%

2.4 Land Use

Most of the property in the Plan area is currently vacant (52%). The landfill comprises about 22%. Commercial and industrial uses comprise less than 2% of the total land uses. Public rights-of-way comprise the remainder (including a PNM gas transmission line running between Idalia Rd. and Inca Rd).

Exhibit 7 Plan Area Land Use		
Existing Land Use	Acreage	% Total
Vacant	237.8	51.6
Residential*	12.0	2.6
Commercial	0.0	0.0
Industrial	6.9	1.5
Landfill	101.6	22.0
City Facility	1.0	0.2
Streets, Utilities, Drainages	101.7	22.1
Total	461.0	100.0
Note: Assumes build-out of High Range 2		

- *High Range 2 Subdivision*

The High Range 2 residential development is proposed along Inca Rd. to the east of 36th St. The subdivision is 12.0 acres with 75 lots platted along a new street.

- *Loma Colorado Commercial Area*

Loma Colorado Crossing, consisting of 47.1 acres, “is intended to be a vibrant activity center offering a mix of commercial, office, and high-density residential uses.” The Mixed Use (MU) area “will be governed by site plans that will be submitted prior to development.” Design guidelines are listed in Section 6.0.

Land Use Mix for Special Use/ Mixed Use District:

- Office – 10%
- Retail/ Commercial – 73%
- Industrial (uses which do not create offensive noise, vibration, smoke, dust, lint, odors, heat, glare, etc) – 7.25% (on northernmost 6 acres)
- Multi-family (attached townhomes or condominiums) – 10%.

2.5 Community Facilities

• *Rio Rancho Public Schools*

Rio Rancho Public Schools has 1,500 students in 13 school facilities (8 are elementary schools). Schools near the Plan area include: Stapleton Elementary School, Desert View Middle School, and Mountain View Elementary School.



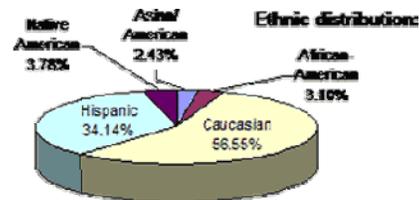
Courtesy Rio Rancho Public Schools

Mountain View Middle School

- **Founded:** Winter 1992 by the Jemez Valley School District; initially housed in a portable campus. Permanent facility completed 1995 by RRPS.
- **Enrollment:** 789 (September 2006)
- **Percent special education students:** 17.7% (May 2006)
- **Percent free/reduced meal students:** 27.1% (August 2006)
- **Grade levels served:** 6-7
- **Feeder schools:** Enchanted Hills ES, Vista Grande ES, and most of the Colinas del Norte ES attendance area

Staff: 71, including:

- 49 teachers
- 15 instructional support staff
- 7 non-instructional support staff



AYP Status (2006): Meets AYP

• *City Facilities*

- *High Range Park (north of Plan area)*

The park is currently under construction and is located at 40th St. and 19th Ave. It is 8.5 acres in size, and will have a parking lot, basketball court, an age 2-5 and an age 5-12 play structure, shade structure, picnic tables and benches, trash cans, a dog park, and playing fields.

- *City Animal Control Shelter*

The City's animal shelter is located at 3441 Northern Blvd.



- ***Rio Rancho Landfill***

Rio Rancho landfill is operated by Waste Management of New Mexico. The Rio Rancho Landfill provides disposal services the Rio Rancho community. The Landfill and accompanying recycling facility are located at 402 Industrial Park Loop.

The landfill was established in 1985 to meet the community's waste disposal needs and Waste Management purchased the site in 1988.

Courtesy Waste Management of New Mexico



It is constructed with a composite liner system and leachate collection system. The leachate collection system gathers wastewater that is generated by the overlying municipal solid waste.

The primary liner consists of a synthetic 60-mil-thick high-density polyethylene (HDPE). Under the primary liner is 2-ft of low permeability soil, or equivalent material. Together, these two components of the liner system prevent contaminants from penetrating the surrounding environment. All areas of the liner system are protected by a 1.5 ft thick soil layer. The soil layer prevents the overlying waste from penetrating and damaging the liner system.

The leachate collection system consists of synthetic drainage material called geocomposite. The geocomposite is comprised of high-density polyethylene channels manufactured to rapidly convey liquids such as leachate. It is considered to be an acceptable equivalent to one-foot of granular drainage material. A non-woven filter geotextile is attached to prevent infiltration of soil that will clog the geocomposite. Base grades are sloped to a central collection sump which is designed for subsequent removal of leachate to an onsite storage tank.

Open refuse is minimized by the construction of daily work areas sized to handle only each day's volume, and subsequently covered and sealed with soil at the end of each day. The Rio Rancho Landfill is permitted as a solid waste facility with the New Mexico Environment Department (NMED). The latest permit was issued in 1998 via Permit Number 231402. The facility design and operations have been conducted in accordance with the applicable NMED Solid Waste Management Regulations since that time. All disposal units meet the composite liner and leachate collection standards of the current NMED regulations (20 NMAC 9.1).

Waste Management anticipates closure of the site in 2019. The actual year will be determined by the available air space in the landfill and the amount of solid waste coming into the facility. The

permit renewal and modification will maximize the capacity of the site to meet the disposal needs of the region.

The modification includes a vertical expansion to increase the capacity of the landfill until an alternative site can be secured. The modification also includes improved management of

Courtesy Waste Management of New Mexico



stormwater, however, the actual area of the landfill will remain the same.

The proposed expansion will mean business as usual for Waste Management. There will be no significant increase in traffic, dust or noise.

In recent years, rapid development has brought the community closer to the landfill. Waste Management believes this increases the importance of working with the community to share ideas for future use of the area. Waste Management intends to incorporate community preferences for future use of the site into its recommendations to the City of Rio Rancho.



The Rio Rancho Landfill has been designed and operated to protect the environment for the future. At closure, the site will be covered with a protective cap and developed as a community resource.

Upon closure, the City of Rio Rancho has the option to assume ownership of the

site or request that Waste Management retain ownership. Either way, as part of the permit Waste Management will continue to monitor and manage the site for thirty years after closure.

Landfills settle so permanent structures and buildings cannot be built on the landfill once it is closed. Potential future uses include various types of parks and open space. The slope of the site also places limitations on uses. Approximately 5 to 10 acres of useable space will be on the top. Trails could be established as well around the base of the site. At a community meeting on the landfill's future held by Waste Management, residents made clear they do not want the landfill to be used as a transfer station after closure.

2.6 Zoning

Most of the property in the Plan area is zoned R-1 Single Family Residential (28.7%). Special Use for the Landfill (22.1%) is the next predominant zoning. Commercial and light manufacturing zoning make up 11% of the area each. Street rights-of-way and public utility easements comprise another 22%.

About a dozen requests for zone map amendment in the Plan area have been submitted to the City and are listed below. Most are to convert the land to C-2 or M-1 zoning districts.

Exhibit 8 Pending Zoning Cases (revised)			
Case No.	Legal	Location	ZMA Request
06-100-00013	Unit 13, Block 86, Lot 10	SWC 40 th St. & Palm Rd.	R-1 to C-2
07-100-00011	Unit 13, Block 78, Lot 18	NWC Palm Rd. & 40 th St.	R-1 to M-1
07-100-00012	Unit 13, Block 80, Lot 24	W side 38 th St. 500 ft. N Palm Rd.	R-1 to M-1
07-100-00014	Unit 13, Block 79, Lots 5-7	E side 38 th St. 700 ft. N Palm Rd.	R-1 to M-1
07-100-00024	Unit 13, Block 80, Lot 21	W side 38 th St. 900 ft. N Palm Rd.	R-1 to C-2
07-100-00026	Unit 13, Block 77, Lot 4	Idalia Rd. & 32 nd St. 550 ft. E 30 th St.	R-1 to M-1
07-100-00035	Unit 13, Block 79, Lot 1	NEC 38 th St. & Palm Rd.	R-1 to M-1
07-100-00042	Unit 13, Block 78, Lots 9-10	SEC 39 th St. & Tulip & 40 St.	R-1 to M-1
07-100-00043	Unit 13, Block 79, Lot 10	SEC Tulip Rd. & 38 th St.	R-1 to M-1
07-100-00044	Unit 13, Block 78, Lot 1	NEC 39 th St. & Palm Rd.	R-1 to M-1
07-100-00051	Unit 13, Block G, Lots 8-13, 16-17	S side of Idalia, btwn 30 th & 32 nd St.	R-1 to C-1
07-100-00053	Unit 13, Block 78, Lot 13	W side of 40 th St. btwn Tulip & Palm Rd.	R-1 to C-2
07-100-00058	Unit 13, Block 90, Lots 6-15	N side Tulip Rd. W of 40 th St.	R-1 to M-1
07-100-00080	Unit 13, Block 78, Lots 15-17	N of NW corner of Palm Rd. and 40 th St.	R-1 to M-1

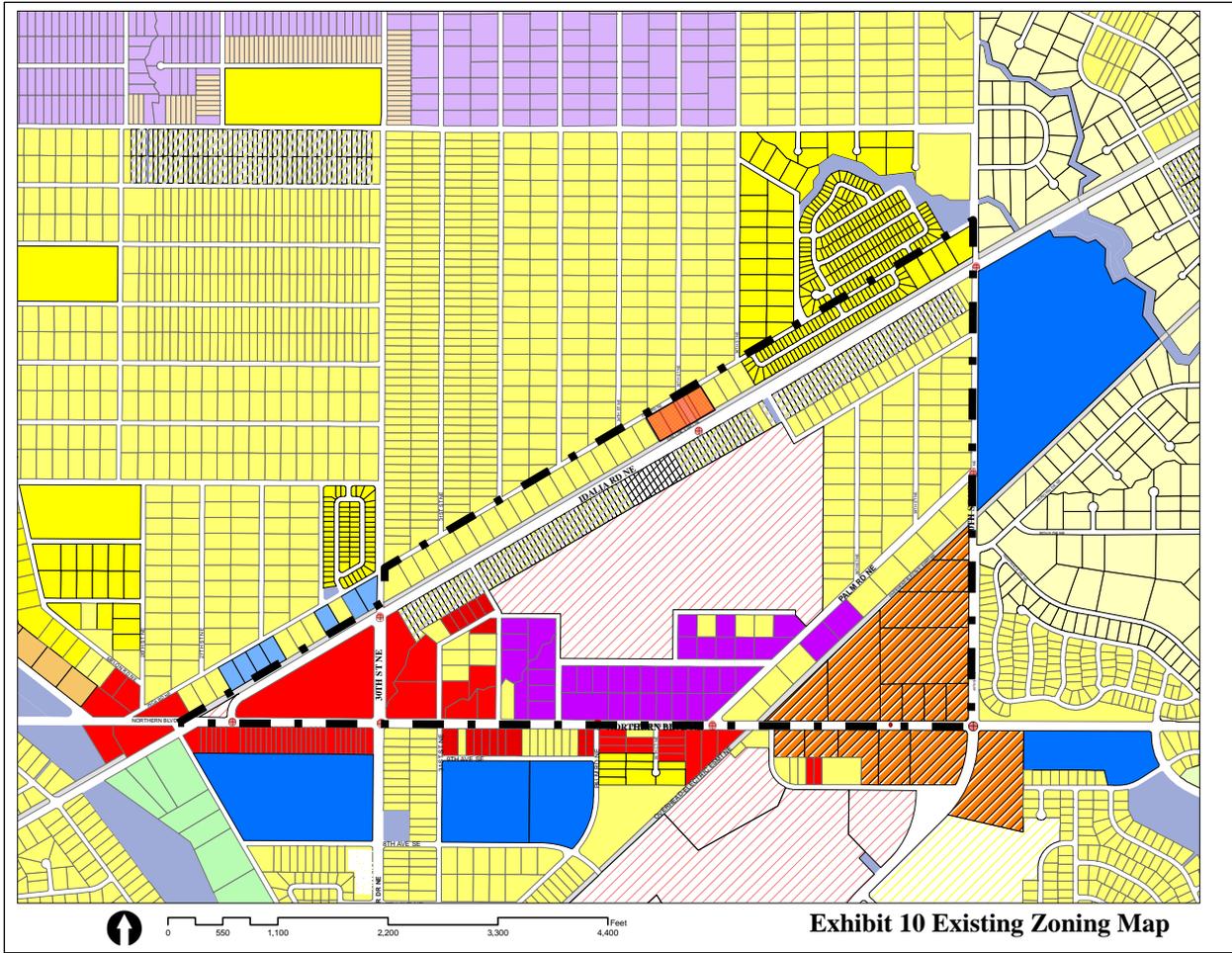
■ Overlay Zones

An existing overlay zone is in place along Idalia Rd. in the Plan area for Blocks G, H, and J.

Regulations of the overlay zone are as follows:

- All R-1 contiguous 50 ft. minimum frontage lots in the same ownership shall be deemed merged for zoning and building purposes.
- Any division of lots merged by this ordinance shall be reviewed by Development Services Department pursuant to the City's Subdivision Ordinance.
- Lots replatted to a minimum frontage width of 70 ft. or larger are excluded from the requirements.

Exhibit 9 Existing Zoning	Density/ Intensity	Acreage	% of Total
R-1 Single Family Residential	6.2	86.3	18.7
R-1/ OZ Single Family Residential	6.2	33.9	7.4
R-4 Single Family Residential	10.9	12.0	2.6
C-1 Retail Commercial	med	50.1	10.9
SU/ Mixed Use Commercial	med	24.2	5.2
C-2 Wholesale Commercial	high	2.3	0.5
M-1 Light Manufacturing	high	48.9	10.6
SU Landfill	high	101.6	22.0
Streets, Utilities, Drainages	-	101.7	22.1
Total	-	461.0	100.0
Note: As of October 2007			



2.7 Transportation

The Plan area's transportation system includes existing and proposed streets, transit, and trails as described in this section.

▪ Street System

The street system to serve the Plan area is summarized by functional classification as follows:

Local Streets:

Minimum right-of-way is 50 ft.

- 10th Ave.
- 11th Ave.
- Tulip Rd.
- 31st St.
- 32nd St.
- 33rd St.
- 38th St.
- 39th St.

Collector Streets:

Minimum right-of-way is 68 ft.

- Palm Rd. (proposed)
- 35th St. (proposed)

Arterial Streets:

Minimum right-of-way for a principal arterial street is 156 ft.

Minimum right-of-way for a minor arterial street is 106 ft.

- 30th St. (Broadmoor Dr. extended)
- 40th St. (Loma Colorado Dr. extended; intersection realignment under construction)
- Northern Blvd.
- Idalia Rd.

Potential future traffic signals may be located at collector and arterial intersections including: Idalia Rd. and Northern Blvd., Broadmoor Dr. and Northern Blvd., Palm Rd. and Northern Blvd., Idalia Rd. and 40th St., Idalia Rd. and 35th St., and Palm Rd. and 40th St.

• Addressing

As part of the City's on-going addressing project, numeric street names are to be replaced with non-numeric street names. For example, 40th St. will be renamed Loma Colorado Blvd. and 30th St. will be renamed Broadmoor Blvd. Collector streets such as 19th Ave. and 35th St. will also be renamed.





- **Long Range Transportation Plan**
All municipalities prepare an Infrastructure Capital Improvements Plan (ICIP) and submit it to the state annually. The ICIP is a plan that establishes planning priorities for all anticipated capital projects and identifies funding sources for a period of 5 years. The ICIP may be used to procure state appropriations and to seek other funding sources such as bonds, loans, and grants.

The 2007-11 ICIP lists \$372.4 million in capital projects for parks, public safety, drainage, transportation, utilities, equipment, and vehicles. Transportation projects total \$70.2 million city-wide over the 5 year period and include the following project within the Plan area:

- Northern Blvd. Expansion, Acorn Lp. to 34th St., widen to divided 4 lane w/ bike lanes, \$4,970,000
- 30th St. Extension, Idalia Rd. to Paseo del Volcan, construct new 2 lane road, \$5,676,000
- 40th St. Extension, Idalia Rd. to Paseo del Volcan, construct new 2 lane road, \$5,848,000

The *2030 Metropolitan Transportation Plan (MTP)* prepared by the Mid-Region Council of Governments (MRCOG) identifies projects that will be programmed in the 5 year State Transportation Improvement Plan (STIP) if federal funding becomes available.

- **Traffic**

Traffic volumes in the Plan area are highest along Northern Blvd. Traffic volumes are expected to increase along Broadmoor Blvd. (30th St.), Idalia Rd., and Loma Colorado Blvd. (40th St.) as they are extended north to Paseo del Volcan in the next several years.

Traffic Volumes	2006	2030
Northern Blvd. @ Unser Blvd.	15,500 ADTs	21,135 ADTs
Northern Blvd. @ Broadmoor Dr.	10,000	16,069
Northern Blvd. @ Loma Colorado Dr.	10,700	-
Idalia Rd. @ Broadmoor Dr.	2,100	13,809
Idalia Rd. @ 40 th St.	3,000	12,721
Loma Colorado Dr. @ Broadmoor Dr.	3,700	4,355
40 th St. @ Northern Blvd.	2,900	16,213
Source: MRCOG, 2006; ADTs – average daily traffic; 2030 Traffic Forecast		

- **Access**

Access along Idalia Rd. is limited by the narrow 50 ft. lots platted along the street frontage. The City of Rio Rancho follows the NMDOT’s State Access Management Manual. Access to properties may be permitted every 275 ft. on Idalia Rd., a minor arterial street, and 325 ft. on Northern Blvd, a primary arterial street. The type of access, whether partial or full, is determined by the City’s Department of Public Infrastructure at the time of development. However, properties have been platted with lots that are only 80 ft. wide. This situation could create “land-locked” properties if the access spacing standards are followed. See Section 5.0.

- **Transit**

Rio Transit operates a paratransit system serving seniors and eligible disabled adults. Funding is provided through FTA 5310 and the city of Rio Rancho general fund. Riders must be residents of the City of Rio Rancho. Trips are available for any purpose in Rio Rancho and are limited to medical, educational, or work purposes in Albuquerque, Placitas, Bernalillo, and Corrales. ABQ Ride is studying regional high capacity transit corridors for possible service to Rio Rancho in the future, including Unser Blvd. and NM 528. No local City bus service is yet planned.

- **Trails and Bike Paths**

A bike path is planned along Northern Blvd. between Loma Colorado and NM 528. A trail is also planned to run along the PNM electrical easement that runs diagonally through the southeastern corner of the Plan area. The City’s *Parks and Recreation Master Plan* also designates future bike trails along Idalia Rd. and Northern Blvd. between Unser Blvd. and Loma Colorado Dr. The Plan shows a “special use park” at the location of the existing landfill which the proposed trails would tie into. The 2030 Metropolitan Transportation Plan lists the following projects:

- Montoyas Arroyo Trail, construct bike trail, \$3,630,000
- Utility Easement Trail, construct bike trail, \$3,828,000

2.8 Utilities

Wet Utilities:

14-inch water lines run along Northern Blvd., 40th St. and Broadmoor Dr. to Inca Rd. Sewer lines run along Broadmoor Dr., 40th St., and Northern Blvd. between Broadmoor Dr. and Palm Rd.

The area is served from Well No. 10 and Tank 10A on 9th Avenue, south of Northern Boulevard. A second 3.5 million gallon water tank is being constructed at this location (Tank 10B) by Pulte. This area is also served by Tank 6A and 6B at Well No. 6 located near the intersection of Tulip Road and Abrazo Road. The bid is being awarded for a new booster station at Well No. 10 and a transmission line that will connect to the tanks at Well No. 6. This improvement is being done to address existing pressure and supply issues in this area. The booster line will be installed in the right-of-way for 9th Avenue, north of Stapleton Elementary School and continue west along the south line of the first three lots south of Northern Boulevard between 31st Street and Broadmoor Drive. The line then will continue west along the north property line of the Eagle Ridge Middle School property between Broadmoor Drive and Fruta Road.

Water and sewer projects identified in the City’s five-year capital improvement list for the Plan area include the following:

- Booster station at Well No. 10 and transmission line from Well No. 10 to Well No. 6.
- 3.5 million gallon water storage tank (Tank 10B) at Well No. 10 on 9th south of Northern Blvd.
- Sewer line (new 30” line) upgrade along Montoyas Arroyo – presently under construction.

Dry Utilities:

A PNM electrical transmission line runs diagonally through the southeastern corner of the Plan area. PNM provides electric service to the City of Rio Rancho. Electric lines run along Broadmoor Dr., Loma Colorado Dr. and Northern Blvd. between Broadmoor Dr. and Palm Rd.

PNM provides gas service to the City of Rio Rancho. A gas transmission line runs along the north side of Idalia Rd. through the Plan area. A gas line also runs along Loma Colorado Dr. PNM requires adequate clearances for safety and maintenance be provided in all new development.

Telecommunications:

Qwest and Sprint are the two telecommunications providers in Rio Rancho. There is also a fiber optics cable loop providing video, voice, and data transmission that connects NM 528 to Northern Boulevard, and extends along Idalia Rd. to US 550.



2.9 Drainage

The Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) has jurisdiction over all drainage channels in the Sandoval County portion of Rio Rancho. The City acts as SSCAFCA’s designee for minor facilities, including conveyances less than 500 cubic feet per second (CFS). Regional improvements are typically constructed by SSCAFCA and local improvements are typically constructed by the City.

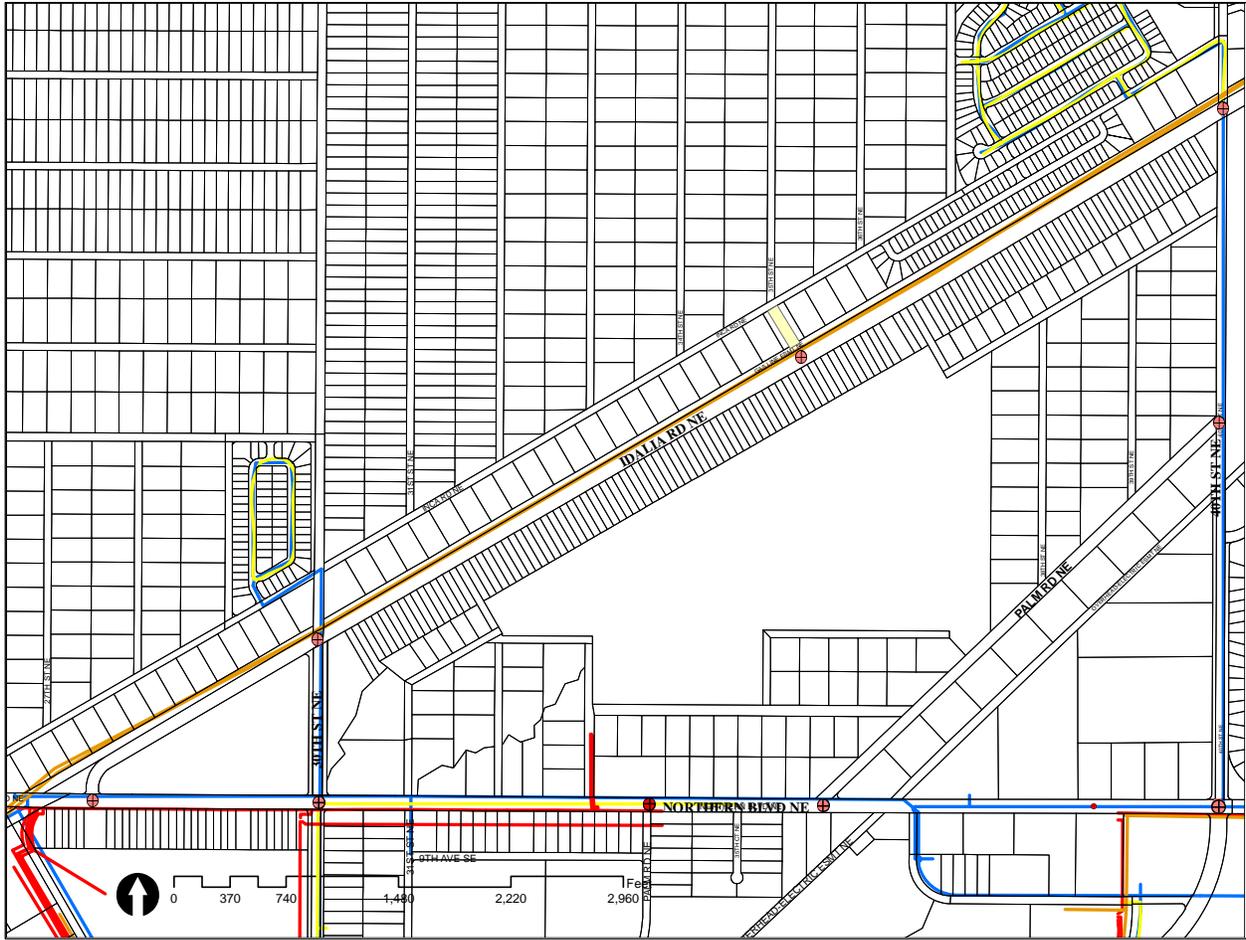


Exhibit 11: Existing Utilities

3.0 Goals and Objectives

3.1 Land Use

Goal 1: Provide for a variety of retail commercial, office, warehouse, industrial, and other uses to facilitate commerce and provide residents with goods and services.

Objective: Create a premiere, mixed-use employment center within the Plan area that will attract high paying jobs for the city.

Policy 1: Development Services Department will review development proposals within the Plan area to ensure quality standards are met. The City will coordinate with Rio Rancho Economic Development, Inc. to recruit major employers to the Plan area.

3.2 Accessibility

Goal: Consolidate lots and limit access to businesses to improve circulation and visually organize the roadway edge.

Objective: Develop an access management plan for Idalia Rd. identifying properties where access is allowed by right and where access will be needed via a shared access agreement.

Policy: Before a zone map amendment and building permit is issued, the applicant must demonstrate compliance with the access management plan.

3.3 Transportation

Goal: Assure safe and convenient multi-modal roadways to well-connected residences, businesses, offices, schools, and other facilities.

Objective: Improvements in connectivity to Plan roadways and trails are to be made in conformance to city street and trail construction standards and funded through the City's ICIP process.

Policy: Department of Public Infrastructure will program roadway and trail projects in the ICIP. Development Services staff will evaluate new development projects in terms of their connectivity to roads, bikeways, sidewalks, and trails.

3.4 Urban Design

Goal: Create a vibrant commercial and employment center by developing attractive industries, businesses, offices, and apartments along the Plan corridors.

Objective: Develop streetscape and parking standards for new development such as signs, landscaping, lighting, fencing, etc.

Policy: New construction permits and site plan approvals by Development Services Department will be subject to the design standards required in this Plan.

3.5 Utilities

Goal: Assure that urban uses have full utilities, both community water and sewer provided to all new development in the Plan area.

Objective: Identify Plan areas that are currently served and those areas that will need to be served by community water and sewer through ICIP funding.

Policy: No building permits will be issued for development in the Plan area by Development Services department if the owner cannot provide community water and sewer to the property.

3.6 Community Facilities

Goal: Create open space, parkland, trails and other recreation amenities to serve the Plan area.

Objective: Redevelop the current landfill into future useable open space for surrounding employees and residents.

Policy: Coordinate with Waste Management on the eventual closing of the landfill and reclamation of the site into safe and attractive parkland.



4.0 Proposed Land Use

4.1 Comprehensive Plan

Policies:

Promote development of high-density, mixed activity centers within master planned growth nodes to curb low density, single use, and strip commercial sprawl development. Growth nodes should be designed to capture a significant share of the City's future jobs and housing.

Mitigate the negative impacts of sprawl by limiting the development of nonresidential uses outside of Growth Nodes and Gateway Vicinity Plans. Promote infill and limit strip commercial and sprawling, disjointed development by the implementation of land use planning practices found in the City's Vision 2020 Integrated Comprehensive Plan.

ICP Actions include:

- Encourage infill development of all undeveloped areas within the municipal boundary.
- Incorporate useable public spaces and provide for community gathering spaces in activity centers.
- Increase floor area ratios (FARs) through parking and setback bonuses.
- Integrate mixed uses into a single structure with retail on lower level and office and residential on upper levels.
- Balance compact development with parks, open space, and quality of life considerations.
- Evaluate future development based on the ability to integrate dissimilar uses by utilizing buffering, scale, and design elements.
- Expand the City's gross receipts tax base by recruiting additional local retail and office uses.
- Make Rio Rancho a place where one can live, work, shop, and play without leaving the city.



4.2 Land Use Categories

The *Del Norte Specific Area Plan* contains proposed land use categories that are consistent with and promote the goals and policies of the *Vision 2020 – Integrated Comprehensive Plan*. The purpose of creating these land use categories, or sectors, is to identify a range of land use options that would be considered as appropriate within these sectors. The seven land use sectors identified in this plan are:

- Employment Center
- Community Center
- Neighborhood Center
- Neighborhood Corridor
- High Density Residential
- Medium Density Residential
- Open Space.

4.2.1 Community Center

Purpose: The Community Center is intended to provide city-wide opportunities for housing, shopping, employment, and industry. Community centers are generally located 2 to 5 miles apart and potentially serve major discount retailers. Community centers include one- to five-story non-residential and multi-family residential buildings. Multi-family homes are permitted at the perimeter of the district. Parking accommodations are made with tree-shaded and screened, surface parking lots broken into small areas.

Acreage: 29.7

Allowable Uses in the following zoning districts:

- C-1 Retail Commercial District; Min. Lot Size: 21,780 SF, 35 ft. setback, 32 ft. height
- C-2 Wholesale and Warehouse Commercial District; Min. Area: 10,890 SF, 35 ft. setback, 32 ft. height
- O-2 Office/ Institutional District; Min. Lot Size: 21,780 SF, 35 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 32 ft. height, 15% lot landscaped, 50% in front
- MU/A Mixed Use Activity Center District, 20-100 acres, 48 ft. height, Max. footprint: 15,000 SF, 15 ft. front, 10 ft. rear setback. Master plan approval is required.
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include live-work units, multi-family, office, and retail commercial either side-by-side or within the same building. Site plan approval by the Planning and Zoning Board is required. Retail and office uses should comprise at least 51% of the subdivision, property, or building.
- R-6 Multi-Family Residential District
Min. Lot Size: 10,000 SF, High Density: 35.6 DU/A, 72 ft. height.
- R-3 Multi-Family Residential District; Min. Lot Size; 1,200 SF (Townhouses) to 10,000 SF (Apartments), 32 ft. height; High Density: 29.0 DU/A

4.2.2 Neighborhood Center

Purpose: The Neighborhood Center is intended to provide multiple opportunities to neighborhood residents for housing, shopping, employment, and recreation with providing higher density and intensity than found along the corridor. The neighborhood center includes one- to two-story, non-residential and multi-family residential buildings. Neighborhood centers are generally 1 to 2 miles apart and potentially serve as grocery-anchored retail centers. Multi-family homes are permitted at the perimeter of the district. Parking accommodations are made with on-street parking and landscaped, shared surface parking lots located behind buildings.

Acreage: 49.1

Allowable Uses in the following zoning districts:

- C-1 Retail Commercial District; Min. Lot Size: 21,780 SF, 35 ft. setback, 32 ft. height
- CMU Mixed Use (Neighborhood) Commercial District; Min. Lot Size: 10,890 SF, 35 ft. setback, 32 ft. height
- O-1 Office/ Institutional District; Min. Lot Size: 10,890 SF, 25 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 20 ft. height, 15% lot landscaped, 50% in front
- O-2 Office/ Institutional District; Min. Lot Size: 21,780 SF, 35 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 32 ft. height, 15% lot landscaped, 50% in front
- MU/A Mixed Use Activity Center District, 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback. Master plan approval is required.
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include live-work units, multi-family, office, and retail commercial either side by side or within the same building. Site plan approval by the Planning and Zoning Board is required. Retail and office uses should comprise at least 51% of the subdivision, property, or building.
- R-3 Multi-Family Residential District; Min. Lot Size; 1,200 SF (Townhouses) to 10,000 SF (Apartments), 32 ft. height; High Density: 29.0 DU/A

4.2.2 Neighborhood Corridor

Purpose: The Neighborhood Corridor is intended to also provide multiple opportunities for neighborhood residents for housing, shopping, employment, and recreation but with less density and intensity of uses. The corridor includes one- and two-story, non-residential buildings. Clusters of single-family homes are permitted at the perimeter of the corridor. Parking accommodations are made with on-street parking and landscaped, shared surface parking lots located behind buildings.

Acreage: 58.5

Allowable Uses in the following zoning districts:

- CMU Commercial Mixed Use District; Min. Lot Size: 10,890 SF, 35 ft. setback, 32 ft. height
- O-1 Office/ Institutional District; Min. Lot Size: 10,890 SF, 25 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 20 ft. height, 15% lot landscaped, 50% in front
- O-2 Office/ Institutional District; Min. Lot Size: 21,780 SF, 35 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 32 ft. height, 15% lot landscaped, 50% in front

- MU/A Mixed Use Activity Center District; 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback. Master plan approval is required. Retail and office uses should comprise at least 51% of the subdivision, property, or building. Because of the small lots in along the Idalia Rd. corridor, MU/A zoning may only be used if a sufficient number of lots are assembled to provided the minimum 10-acre requirement.
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include multi-family, office, and retail commercial either side by side or within the same building. Site plan approval by the Planning and Zoning Board is required.
- R-3 Multi-Family Residential District; Min. Lot Size; 1,200 SF (Townhouses) to 10,000 SF (Apartments); 32 ft. height, High Density: 29.0 DU/A

4.2.3 Employment Center

Purpose: Mixed use employment centers provide for light industrial uses, manufacturing of products, warehousing and distribution of goods and services necessary to support a vibrant community and to provide diverse employment for citizens. Employment centers do not include residential uses except for security personnel. Outdoor storage of goods, machinery, and equipment must be screened with a solid wall and buffering of less intensive uses. Neighboring multi-family residential areas must be well-buffered from any manufacturing uses. Access, parking, and unloading areas for trucks are routinely provided.

Acreage: 101.0

Allowable uses in the following zoning districts:

- M-1 Light Manufacturing District
- C-2 Wholesale and Warehouse Commercial District; Min. Area: 10,890 SF, 35 ft. setback, 32 ft. height
- O-2 Office/ Institutional District; Min. Lot Size: 21,780 SF, 35 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 32 ft. height, 15% lot landscaped, 50% in front
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include office, wholesale and retail commercial, and light manufacturing either side-by-side or within the same building. Site plan approval by the Planning and Zoning Board is required.
- MU/A Mixed Use Activity Center District, 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback. Master plan approval is required.

4.2.4 High Density Residential

Purpose: To provide an area set aside for multi-family housing near the neighborhood's employment and activity centers with convenient access to shopping and work. Community uses, e.g., parks, schools, and churches are also to be located in this area.

Acreage: 17.1

Allowable Uses in the following zoning districts:

- R-3 Multi-Family Residential District; Min. Lot Size: 1,200 SF (Townhouses) to 10,000 SF (Apartments), High Density: 29.0 DU/A

- R-6 Multi-Family Residential District
Min. Lot Size: 10,000 SF, High Density: 35.6 DU/A, 72 ft. height.
- MU/A Mixed Use Activity Center: 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback. Master Plan approval is required.
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include multi-family, office, and retail commercial either side by side or within the same building. Site plan approval by the Planning and Zoning Board is required.

Community uses are allowed with a conditional use permit:

- Parks (PR and OS zone districts)
- Schools
- Churches.

4.2.5 Medium Density Residential

Purpose: To provide a range of low to medium density single family residential uses and associated community uses, e.g. schools, parks, and churches, integral to a complete neighborhood. Low density residential is generally more suitable on the west side of the corridor and medium density residential is more appropriate on the east side of the corridor.

Acreage: 25.0

Allowable Uses in the following zoning districts:

- R-1 Single Family Residential District
Min. Lot Size: 7,000 SF, Density: 6.22 DU/A
- R-2 Single Family Residential District
Min. Lot Size: 5,000 SF, Density: 8.71 DU/A
- R-4 Single Family Residential District
Min. Lot Size: 4,000 SF, Density: 10.89 DU/A
- R-5 Single Family Residential District
Min. Lot Size: 2,500 SF, Density: 17.42 DU/A.

Community uses are allowed with a conditional use permit:

- Parks (PR and OS zone districts)
- Schools
- Churches.

4.2.6 Open Space

Purpose: To provide for land undergoing restoration, open space, natural areas, and recreational facilities to serve the northern part of the City. No structures (except public utilities) or buildings are permitted.

Acreage: 112.3

Allowable Uses in the following zoning districts:

- Special Use District for Landfill until closed
- PR Parks and Recreation District
- OS Open Space District

In addition to the landfill tract, Waste Management currently owns several parcels on the north side fronting Idalia Rd. These lots include 1-2, 7-8, 25-27, 29-30, 35-46, and 53-54 and are used for drainage ponds and soil storage. The Plan anticipates these lots and lots in between will become part of the Open Space. The City will need to acquire lots 3-6, 28, 31-34, and 47-52 in order to make this Open Space continuous.

Public utilities are allowed with a conditional use permit.

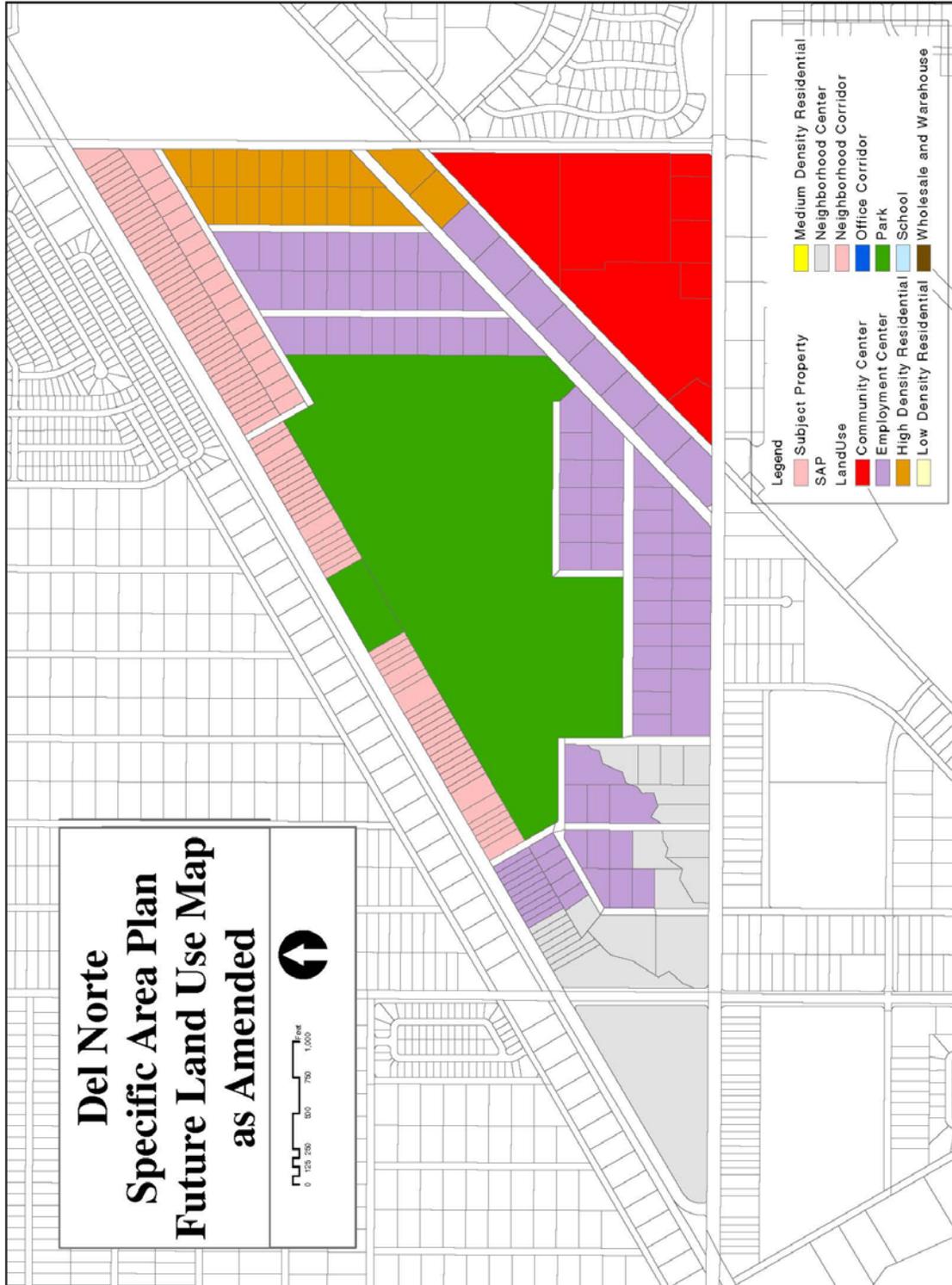
4.3 Future Land Use Map

Future land use planned for the Plan area is shown in Exhibit 12 below and acreages in Exhibit 13. Land uses are distributed between Open Space (24.4%), High Density Residential (3.7%), Employment Center (21.9%), Community Center (5.6%), Neighborhood Corridor (12.7%), Neighborhood Center (10.7%), and Medium Density Residential (5.0%).

These zoning categories are existing land use options within the City of Rio Rancho Zoning Ordinance. The standard lot size, height, and setback requirements of that ordinance will apply. However, the SU/ MU and MU/A zoning designations require approval of a detailed site plan or master plan by the Planning and Zoning Board.

Exhibit 12 (amended): Future Land Use	Zoning Districts	Acreage	%	Avg. Density	Avg. FAR	Employment Ratio: 20 jobs/ acre	Population
Employment Center	C-2, M-1	101.0	21.9	-	.25	2,020	-
Community Center	C-1, C-2, O-2, SU/MU, MU/A, R-6	<u>29.7</u>	<u>6.4</u>	-	.25	<u>594</u>	-
Neighborhood Center	C-1 CMU, O-1, O-2, SU/ MU, MU/A, R-3	49.1	10.7	-	.5	214	-
Neighborhood Corridor	CMU, O-1, SU/ MU, MU/A, R-3	<u>58.5</u>	<u>12.7</u>	-	.5	1,132	-
High Density Residential	R-6, R-3, SU/ MU	<u>17.1</u>	<u>3.7</u>	32.3	-	-	<u>939</u>
Medium Density Residential	R-1, R-2, R-3, R-4, R-5	<u>23.0</u>	<u>5.0</u>	11.8	-	-	<u>461</u>
Open Space	OS, PR	112.3	24.4	-	-	-	-
Streets, Drainage, Utility ROW	-	70.3	15.2	-	-	-	-
Total	-	461.0	100.0	-	-	<u>3,960</u>	<u>1,400</u>
Notes: Employment ratio – NCAP (draft), 2006; land uses amended 2008; population estimate administrative revision 2008							

Exhibit 13: Future Land Use Map (amended)



5.0 Proposed Access

Obsolete platting along Idalia Rd. has created narrow lots 50 feet in width that are difficult to develop individually and present major access issues. Allowing every lot to have its own individual access off of arterial streets creates major traffic hazards. Vehicles turning in and out of businesses, and across lanes from the opposite direction, is unsafe and impedes traffic flow. Additionally, lots with individual driveways force traffic movement to use the arterial street which adds more local traffic to the roadway and takes away capacity that could be used by through traffic.

The City follows New Mexico Department of Transportation (NMDOT) access spacing standards. The standards are based on the size of the roadway and its speed. Idalia Rd. is classified as an urban minor arterial (UMA), non-traversable (divided) median with partial access (median turn outs at street intersections), and speeds of 35 to 40 miles per hour (mph). The recommended access standard for an UMA is no closer than 275 feet for partial access (right-in, right-out) and 660 for full access.

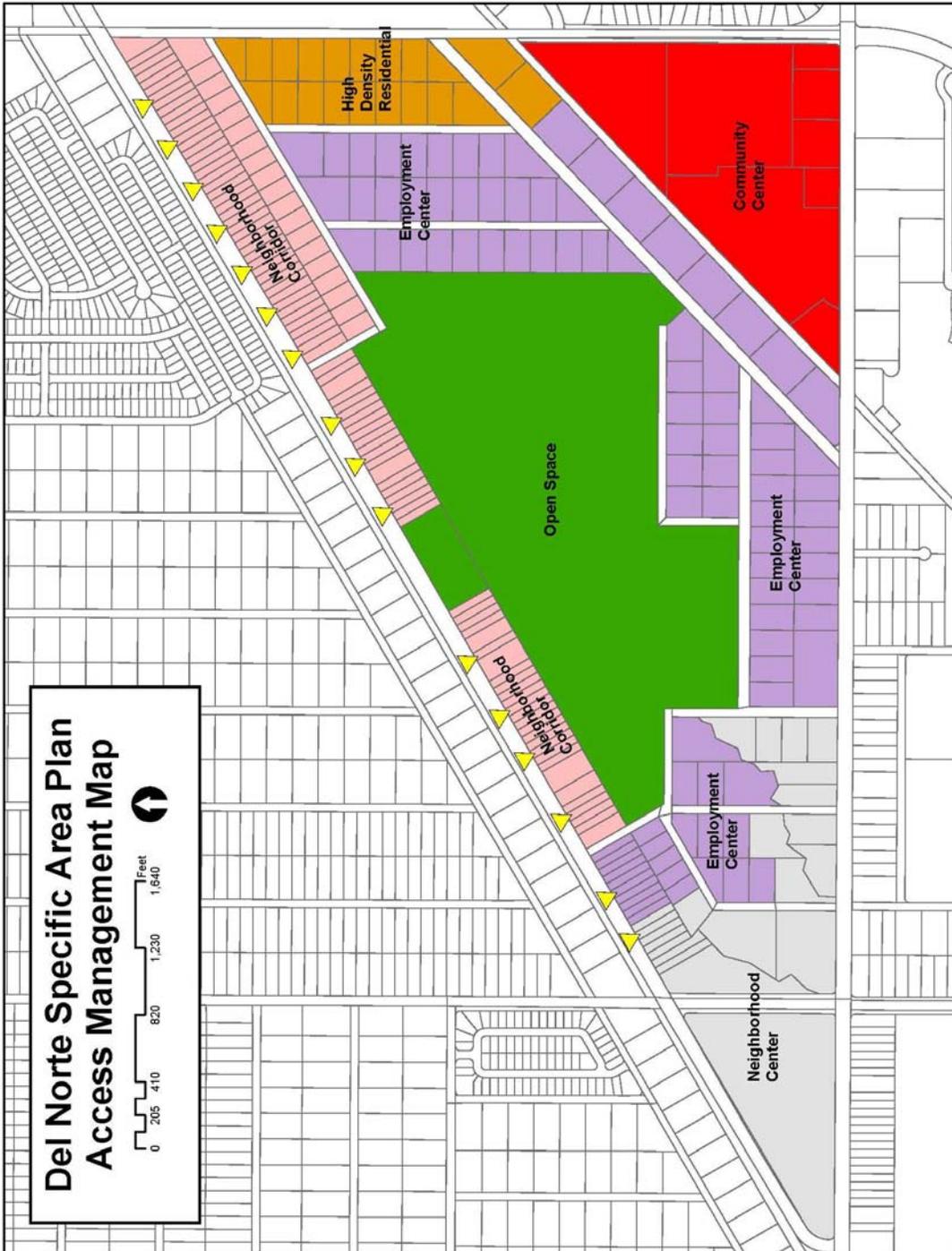
A 24 ft. wide east-west easement is proposed along rear of properties on the south side of Idalia Rd. The access easement will be required at the rear of the properties, unless the property owners within each block coordinate placing the access easement at the front of the lot, and must provide a 24 ft. wide connecting easement where adjoining properties have access on opposite sides of the lot. Alternate location of the access easement may be authorized, provided the goal of the access management plan for coordinated access is met. Lots along the north side of Idalia Rd. are not included in the access control plan. In general, access to properties along the north side is restricted because of a gas transmission pipeline easement running along the entire length.

Access easements should be designed to work with area topography. Easements may be located within the building setbacks. Easements located on cross streets should be located a minimum of 92 ft. back from Idalia Rd. (from centerline to centerline) to allow for vehicle stacking.

In addition, the City is proposing a new access policy as part of this Plan. Before an applicant may rezone property or receive a building permit, he/she must meet the following access requirements:

1. Replat multiple narrow lots into a single piece of property (required by the Overlay Zone),
2. Plat property showing access easement and reciprocal agreements regarding, improvement and notice, or otherwise provide such easements or agreements; and,
3. Provide shared access driveways.

Exhibit 14: Access Management Plan



6.0 Proposed Design Standards

This section identifies design standards for all new commercial development within the Plan area (except for Loma Colorado Crossing in which case design standards for that Master Plan apply). Standards for landscaping, signs, materials and architecture, parking, fences and walls, transportation and infrastructure, and lighting are indicated in the following table (Exhibit 15).

Exhibit 15: Design Standards	Del Norte Overlay Zone	Loma Colorado Master Plan
6.1 Landscaping		
Total	10% gross lot area (Courtyards, plazas, public open spaces may count towards)	15% net lot area
Frontage	25% total landscaping	-
Planter	10 ft. wide, 50% in R.O.W.	36 SF, 6 ft. wide
Shade Tree	1 every 33 LF	-
Tree Caliper/ Shrub Size	3 in. or 30 in. boxed, 12 ft. tall / 5 gal.	1-1/2 in. / 1 gal.
Turf	-	Established within 1 growing season
Groundcover	-	River rock, bark, gravel mulch
Coverage	75% live plants	75% at maturity
Parking Spaces	1 per 10 spaces	1 per 10 spaces, < 100 ft.
Parking Island	6 ft. wide along length of aisle ends and between rows	36 SF, 6 ft. wide
Bufferyard	10 ft. wide; 6 ft. solid wall; evergreens 1 per 25 ft.	-
Irrigation system	Backflow prevention req'd	Required; backflow prevention
Plant Palette	Xeric list	-
6.2 Signs		
Freestanding	7 ft. x 8 ft. x 24 in.; 1 every 75 ft.	Not require external bracing, angle iron, guy wires, etc.
Wall	1 sign facing street, 12% wall area	Limited information, color, contrast, unintrusive
Entry	-	Monument, complement materials, color, architecture
Illumination	-	No illuminated plastic panels, impacts to residences
Prohibited	-	No off-premise, portable, overhang into ROW, above roof line
6.3 Building		
Materials	No metal, wood siding, prefab panels	No plastic, vinyl panels, awnings, or canopies; finished materials consistently applied to all exterior sides
Architecture	Portales, courtyards, tile, stone, adobe, solar, etc.	-
Entryways		Clearly defined
Restaurants	-	Provide shaded outdoor seating
Max. Height	-	55 ft., 60 ft. architectural features
6.4 Parking/ Access		
Location	Bonus: building side or rear	-
Lot Configuration	Bonus: break into smaller lots < 30 spaces	Break lots into smaller areas
Setback	Allow for future ROW acquisition, 28 ft. on either side of centerline of 40 th St. (totals 106 ft.)	15 ft. from street, 20 ft. from Northern
Pedestrian Access	Bonus: walkway from sidewalk to bldg. entrance	> 50 spaces – walk to bldg. entrance
Paving Materials	-	Brick, colored concrete, decomposed granite, etc.
Bike racks	10% parking spaces	Near bldg. entrance
6.5 Walls and Fences		
Subdivision Perimeter Wall	Setback 10 ft. from sidewalk; landscaped area	-
Length	> 10 ft: break up by trees, shrubs, indented, offset, serpentine	-
Materials	Stuccoed, non-grey CMU, split block, adobe, brick, tan masonry	-
6.6 Screening		
Type	Solid wall or hedge	Plant materials, wall, earthen berm
Outdoor storage	horizontally/ vertically	-
Refuse	-	6 ft. tall, Not allowed between street and bldg. front
Mechanical equipment	From view on ground or roof	Screened from adjacent R.O.W.
Parking	3 ft. to 4 ft. wall if parking near street	Located away from adjacent streets, 3 ft. screen
6.7 Infrastructure		
Street medians	1 canopy tree, 2 ornamental trees, 3 shrubs per 1000 SF	-
Sidewalks/ Trails	6 ft. wide/ 8ft. wide on arterials	-
Utilities	Community water and sewer; All underground	All underground
6.8 Lighting		
Type	Low level, hooded, shielded	Cobra and sodium prohibited
Max. Height	25 ft.	Pedestrian: 20 ft.; parking: 30 ft.; <70 ft. fr. residences
Luminance	Shine away from residences	2 ft. candles avg., 16 ft. candles max 4 ft. above; off-site 1000 lamberts; 200 lamberts to residences

7.0 Implementation Actions

This section presents those actions that can be taken by departmental staff, Planning and Zoning Board, and the Governing Body to implement the recommendations in this Plan. Actions include those involving zone map amendments, development review process, capital improvements program, and special assessment districts.

7.1 Zoning

- Adopt an Overlay Zone for commercial districts within the Plan area with design and access standards specified in Section 5.0 and 6.0. See Exhibit 15. Overlay zones do not rezone the underlying property. The property will still need to be rezoned by the owner.
- Adopt an Overlay Zone to preserve future rights-of-way for major transportation corridors. Residences and businesses shall be setback further from the street to allow for widening, except where City or public property exists along the right-of-way and may be substituted:
 - Collector street – setback 34 ft. from centerline plus zoning district setback
 - Minor arterial street – setback 53 ft. from centerline plus zoning district setback
 - Principal arterial street – setback 78 ft. from centerline plus zoning district setback.
- Commercial Bonuses:
 - Provide: parking behind building; Receive: reduced front setback by 10 ft. in C-1, C-2, and CMU districts
 - Provide: parking broken into smaller areas; Receive: reduced front setback by 10 ft. in C-1, C-2, and CMU districts
 - Provide: connect parking areas to street sidewalk and building entrances with walkways; Receive: reduced front setback by 10 ft. in C-1, C-2, and CMU districts
- Development Services Department may initiate strategic zone map amendments to follow the Plan.

7.2 Development Review Process

- Development Services staff will evaluate new development projects in the Plan area in terms of their connectivity to roads, bikeways, sidewalks and trails.
 - New cul-de-sac streets must provide pedestrian easements.
 - New blocks shall not be longer than 600 ft.
- Before a building permit is approved by Development Services Department the applicant must demonstrate compliance with access management plan by providing an access easement agreement with adjacent property owners as provided in Section 5.0
- New construction permits and site plan approvals by Development Services Department will be subject to the design standards required in Section 6.0:
 - Landscaping/ Buffers
 - Signs
 - Materials/ Architecture
 - Parking
 - Fences/ Walls
 - Transportation
 - Infrastructure
 - Lighting

- Bikeways/ Sidewalks

7.3 ICIP

- Department of Public Works will program roadway, bikeway, and pedestrian trail projects in the ICIP to be built to City standards as funds become available.
- Department of Public Works will be widening Northern Blvd. to a four lane divided, limited access roadway with landscaped medians along the southern boundary of the Plan area.
- Traffic signals or four-way stops shall be installed or roundabouts constructed, where warranted.
- Departments of Parks and Recreation and Public Works will program a 30th St., 40th St. and Northern Blvd. median landscaping projects as funds become available.
- The City will program and fund future recreational and other community facilities to serve the Plan area through its ICIP process.
- To secure the Open Space designation in the Plan, the City will need to acquire lots 3-6, 28, 31-34, and 47-52 in Block H along Idalia Rd. which connect lots now owned by Waste Management.
- The City will program and fund utility infrastructure improvements to serve the Plan area.

7.4 Land Consolidation

The City will encourage private developers to assembly parcels so they may be replatted to meet City standards with the construction of adequate infrastructure. Incentives may include a streamlined permitting process.

The City may initiate redevelopment of obsolete or premature platting in the Plan area through formation of Special Assessment Districts (SADs).



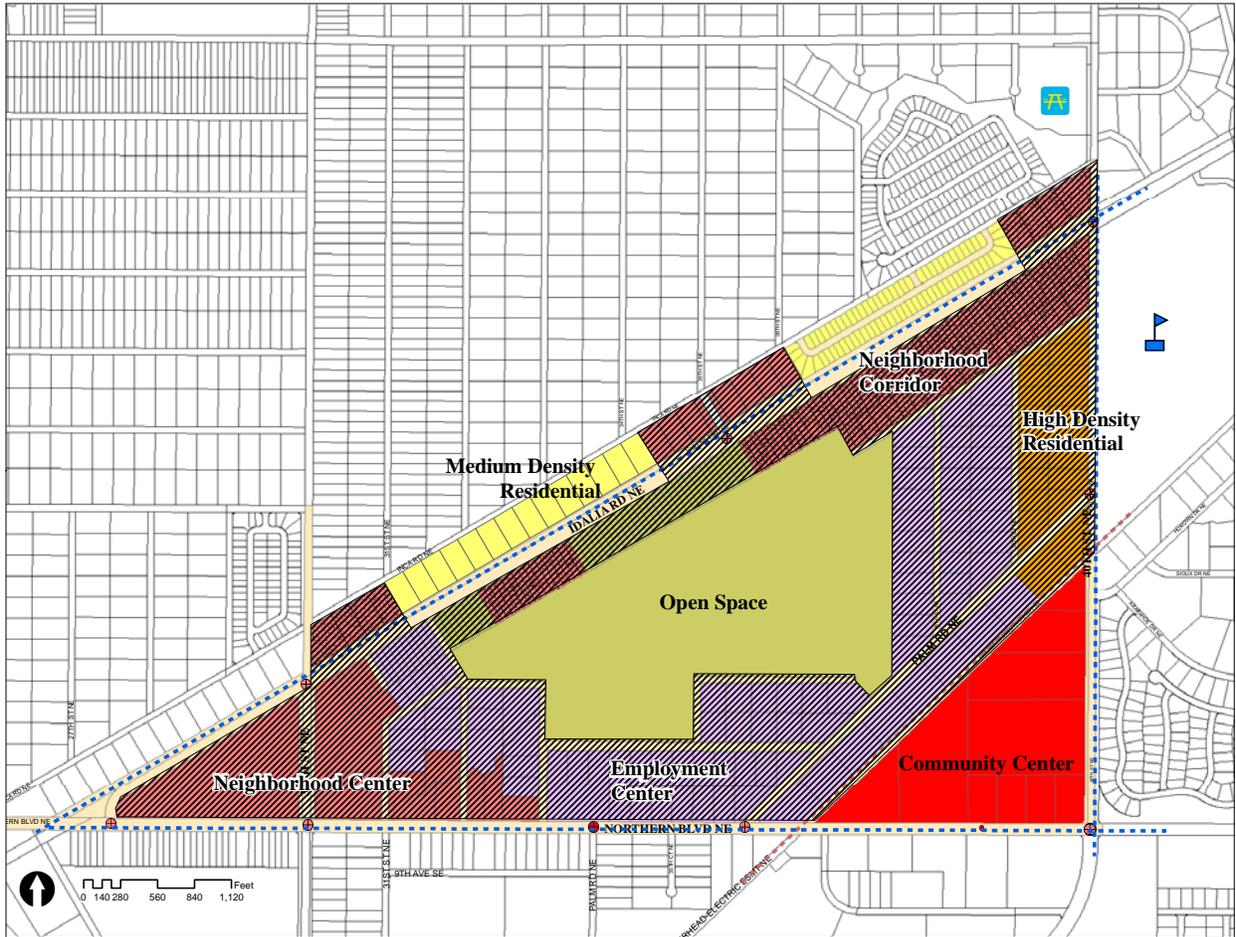


Exhibit 16: Del Norte Overlay Zone

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