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City Centre Master Plan

City of Rio Rancho, NM
January 25, 2006



City Centre Master Plan

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I. Executive Summary

The City of Rio Rancho, New Mexico, recently recognized nationally as one of the top “100 Best Places to Live” in the United States is initiating the development of City Centre as a “downtown” environment created from a suburban community.

Rio Rancho incorporated as a municipality on February 23, 1981, with a population of 10,131 persons. The population of the City has continued to grow to 51,765 in 2000. U.S. Census Bureau population estimates indicate that the City’s population increased 19.7% (10,188 persons) since April 1, 2000. Current population estimates determine Rio Rancho is nearing 75,000 persons making Rio Rancho the fastest growing city in New Mexico and the southwestern United States. Single family residential permit data indicates that from January 1, 2005 to December 31, 2005, the City permitted residences at a rate of 260 homes per month. On average, Rio Rancho has 25 new residents arriving into the community every day 24/7/365. Population projections indicate that Rio Rancho will grow to approximately 125,000 persons by 2010.

The City’s growth and quality of life, desire to create a sense of community and an interest in regional scale economic development is instrumental in the City’s Vision of a City Centre. Additionally, the Vision guiding this project is the desire to provide for development that encourages economic growth, provides for a quality marketplace with a wide range and diversity of jobs as expressed within the City of Rio Rancho’s Economic Development Policy.

Rio Rancho’s motivation to create a mixed-use, pedestrian-friendly environment from a suburban, bedroom community is influenced by a proactive determination to create a “downtown” development project without the detrimental affects that plague some downtowns across the country, i.e., neglected properties and traffic dominated development.

II. Rio Rancho’s Vision and the 2020 Plan

The Vision 2020-ICP sets forth *Principles, Policies and Action Statements* to guide future growth and development of the City over the next twenty years. The City Centre Master Plan establishes specific policy for the development of a portion of Unit #21 and City Centre Parcel B (See Pg. 8 - City Centre Properties).

Successful Urban Place Elements

Throughout the country, successful master planned centers are being created as a “new” generation of retail development known as, “Lifestyle Centers” containing a high proportion of high-end retail. However, the retail component is only one of several factors that make such centers successful. As such, the City of Rio Rancho is determined to create a “hybrid” Lifestyle Center by incorporating civic and recreational land uses as a regional attraction to the “heart” of the community. Following are a few of the measures taken by communities to ensure success and long-term viability of their downtowns, city centers and “lifestyle centers:”

Transportation & Circulation

Highway access and visibility.

Limiting curb cuts to consolidate entrances and encourage shared parking.



Transportation & Circulation (continued)

Providing wide sidewalks and crosswalks for pedestrian use.

Reduction of expansive, "asphalt desert" parking lots with the use of on-street, underground and parking structures as anchors and generators emerge.

Land Use

A variety of land uses to capture a regional market, i.e., destination or "anchor" development projects.

Pedestrian-friendly, "downtown" environment conducive to immediate parking accessibility to retail and providing a land use mix that allow people to eat, shop and be entertained.

Mixed uses to include above-ground floor residential above shops, retail and office space. Co-locating different land uses, i.e., auto-oriented development such as multi-plex theaters, city/community facilities and a stadium or event center with a pedestrian-oriented, small block retail component.

"District" organization of retail rather than a linear form.

Quality of Life

Outdoor seating, open space civic plazas, gazebos and areas of shade, outdoor restaurants and entertainment areas.

Provision of "green spaces" to include the provision of continuous street trees, parks with plazas for special events and farmer's markets, public art and interactive water features.

Unique and aesthetically pleasing public infrastructure elements, i.e., street signage, street light standards, textured paving, bench seating & attractive, accessible public pay phone booths. Ability to accommodate outdoor concerts, parades and arts festivals.

Urban Design

Site planning and building design principles to emphasize a "sense of place" and lively atmosphere.

Exclusion of franchise/monoculture (corporate signature) buildings.

Ability to incorporate the natural environment, i.e., public views, landscaping, slopes, color schemes and open spaces.

Entrances or "gateways" into the center identified with unique signage elements and/or monuments.

Use of banners, awnings and accessories to characterize unique storefronts.

Adequate night time lighting and safety considerations in design of facilities and open space.

An open-air retail environment in contrast to an enclosed "mega-mall."

Implementation

Public/private partnerships to facilitate master planning, solicitation of retail development, land use and infrastructure development.

Encouragement of preapplication meetings with City staff to determine project conformance.

Use of live Webcams and internet accessible news updates to document the community's progress on the project.

Development Services Department is charged with being more attentive to future development potential, more actively involved in its future character and more responsive to future needs of the community. This plan addresses those needs.



SELECT "LIFESTYLE" CENTER DEVELOPMENT PROJECTS

NAME	LOCATION	YR. Est.	SIZE	RETAIL	PUBLIC	OFFICE	TENANTS / DEVELOPER	NOTES
The Summit at Lehigh Valley	Lehigh Valley, PA	2005	90 Ac.	900,000 sq.ft.			2 department stores, 20-screen movie theater, 80 specialty shops	800 homes, 68 two-story townhomes, biking and jogging paths; 6,200 parking spaces
Victoria Gardens	Rancho Cucamonga, CA	2003	147 Ac.	1.3 mill sq.ft. retail & office	Yes	500,000 sq.ft.	Macy's, J.C. Penney, Ronbinsons-May, 16-screen movie theater, Jamba Juice	56,000 sq.ft. public library & cultural arts center as anchors; 400 residential units on 20 acres; two parking decks for 5,700 vehicles, 200 metered spaces avail. On the streets, over 3,000 trees;
Kierland Commons	Scottsdale, AZ	2000	38 Ac.	550,000 sq.ft. retail, entertainment and office	Yes	Yes	Morton's of Chicago, P.F. Chang's China Bistro, Anthropologie, Crate & Barrel, Tommy Bahama, Barnes & Noble, Victoria's Secret, Restoration Hardware, Banana Republic, Orvis, J. Crew, Coldwater Creek, / Woodbine Development Corporation	A "main street" ambiance development; a "live, work, play" environment; 85 "lofts," one-, two-, and three-story buildings facing main street and interior roadways; lushly landscaped Central Plaza and fountain; City of Phoenix and Scottsdale Post Office
The Shops at Saddle Creek	Germantown (Memphis), Tn	1987		200,000 sq.ft.			Finest national specialty shops and restaurants, Ann Taylor, Chico's, Williams-Sonoma, the Bombay Company, Sunglass Hut, Bosco's Pizza Kitchen a& Brewery, , Banana Republic, Crabtree a& Evelyn, Gap, Gap Kids, Baby Gap, J. Jill, J. Crew, Talbot's Gymboree, Eddie Bauer Home, Structure / Poag & McEwen	Poag & McEwen coined and copyrighted the term, "Lifestyle Center"
Frisco Square	Frisco, TX	2003	147 Ac.	550,000 sq.ft. retail and restaurant	Yes	1.9 mill. sq.ft.	Upscale retail concept & housing	1.6 mill. Sq.ft. residential; mixed-use, "live, work, play" concept; pedestrian community; 800,000 sq.ft. of public facilities - Frisco City Hall, municipal library and senior center, exceptional architecture, landscaped parks and walkways, Town Square design; 800 new residents each month



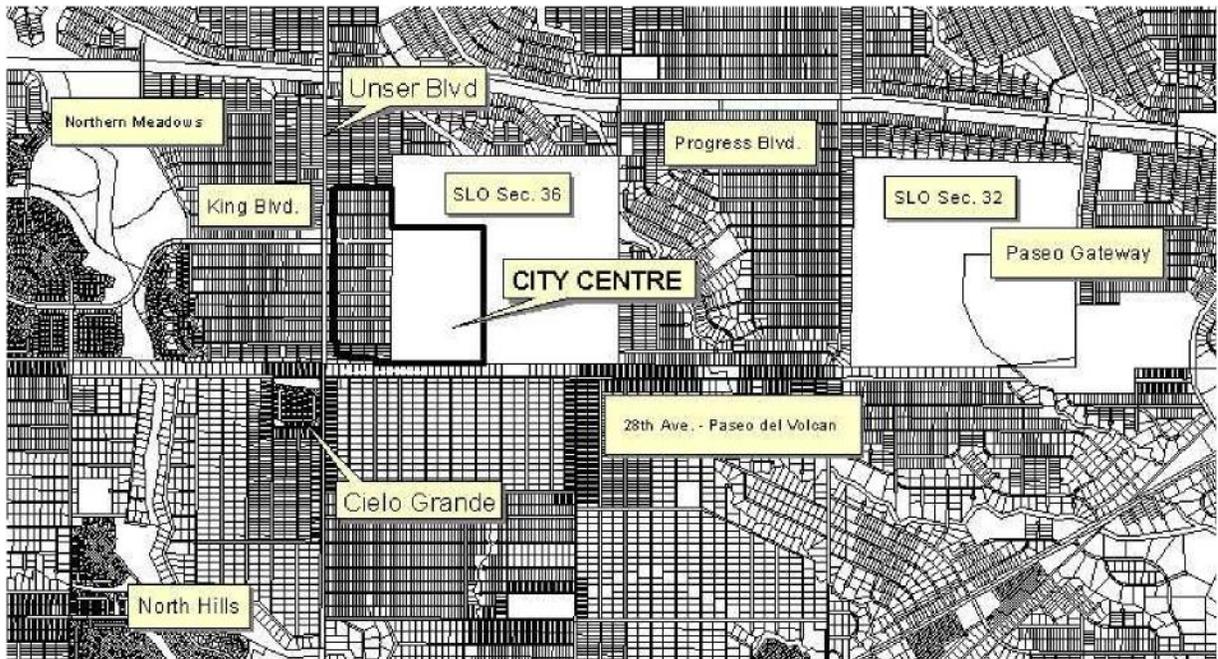
NAME	LOCATION	YR. Est.	SIZE	RETAIL	PUBLIC	OFFICE	TENANTS / DEVELOPER	NOTES
Carmel City Center	Carmel, Ind	2001		170,000 sq.ft. retail and rest.	Yes		High-end retail stores, multi-screen movie theater	City Hall, Civic Square fountain, Carmel Police Station, Carmel Fire Headquarters; community center and performing arts center, gazebo, 300 apts., reflecting pool, public/private partnership, pedestrian based center, not located on a major thoroughfare, "outdoorsy" & park-like character, 300 apartments, outdoor restaurant seating, live music, underground parking, outdoor amphitheater, hotel
The Shoppes at Arbor Lakes	Maple Grove, MN.	1999		610,000 sq.ft.	Yes		Bath & Body Works, Borders, Men's Warehouse, Linens'N Things, Best Buy, Babies R Us, California Pizza Kitchen Victoria's Secret, 16-screen movie theater, Panera Bread, Chipotle Mexican Grill, Noodles & Co., Jamba Juice	Maple Grove City Hall & Hennepin County Library; includes amenities: ponds, brick walkways and park benches
Summit at Front Range	Fort Collins, CO	2006		450,000 sq.ft.	Yes		Dillard's Borders Books and Music, Cost Plus World Market, Wild Oats Markets	Community library
Southlake Town Square	Southlake, TX	1999	125 Ac.	596,000 sq.ft. of office, retail and restaurants	Yes	Yes	248-room Hilton, Cheesecake Factory, Apple Computer, Snuffer's Restaurant & Bar, 14-screen movie theater, 2-story Barnes & Noble, Anthropologie, Express, NY & Co., White House/Black Market, Coldwater Creek, The Gap, Banana Republic,	80,000 sq.ft. Town Hall, post office and parks; building a downtown from scratch; Grand Avenue has a European architectural feel, open plaza and outdoor restaurant seating; 114 brownstone-style condos; two parking garages;
Rio Rancho City Centre	Rio Rancho, NM	2005	160+ Ac.		Yes	Yes	Multi-screen theater, Global ICC multipurpose event center	City Hall, community buildings, open space, parks and trails, outdoor amphitheater, pedestrian friendly "main street," water features & fountain, loft residences, parking meters, underground parking, outdoor restaurant seating, walking trails, a retail & entertainment complex, planned movie studio – sound stage and production facilities, one hotel planned, park benches, pedestrian-scaled development, covered walkways and patios,



III. Current Conditions

A. Project Area Description

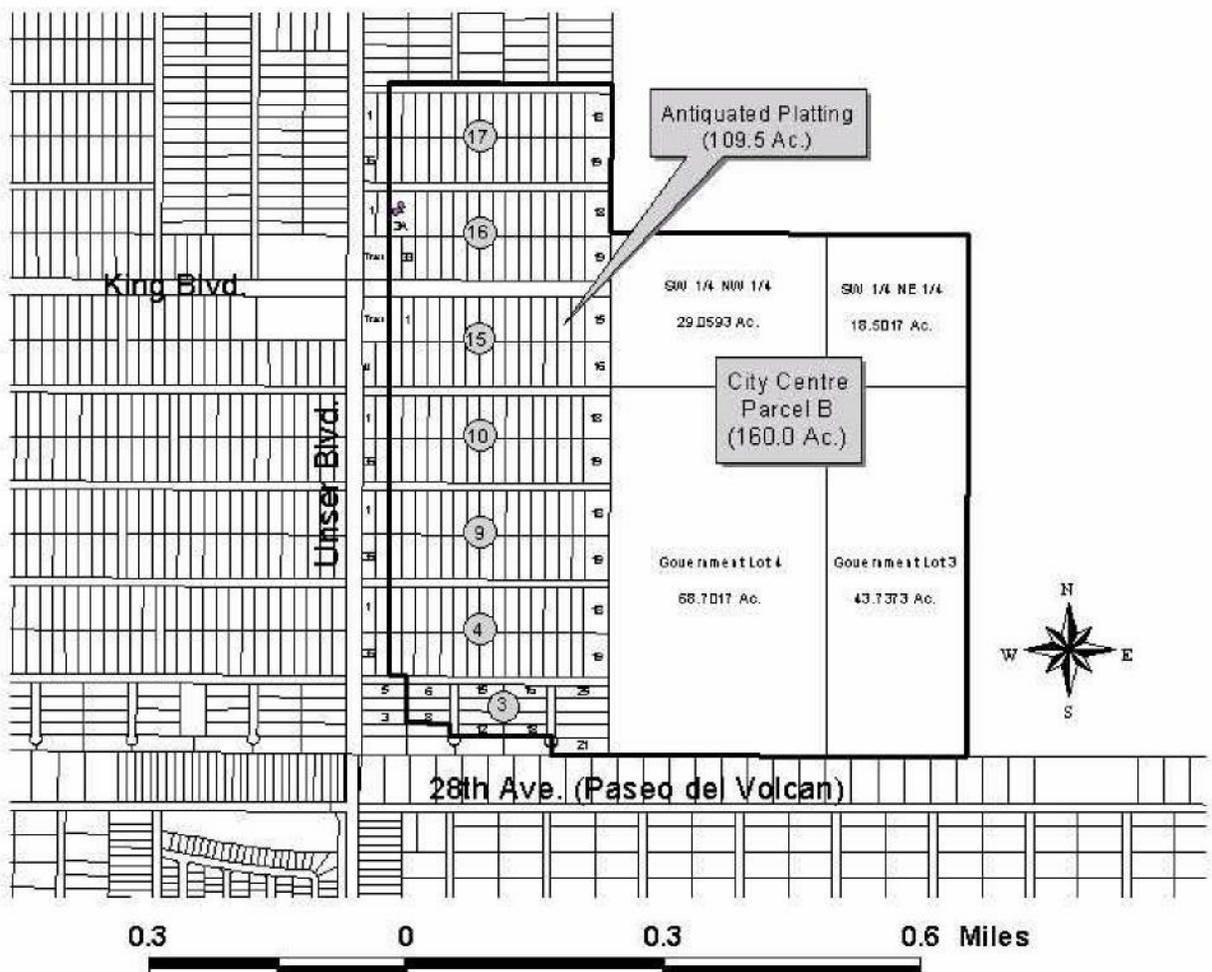
The plan area comprises approximately 269.5 acres located northeast of the intersection of Paseo del Volcan (28th Avenue NE) and Unser Boulevard NE (See Figures below). Approximately 109.5 acres of the plan area are comprised of antiquated platted properties created in 1969. One acre was replatted from two antiquated, half-acre lots in 2000. The remaining 160 acres is City-owned property acquired through a trade with the New Mexico State Land Office in 2005.



City Centre Legal Descriptions

- Unit 21, Block 3, Lots 6 thru 8, 12 thru 19 & 21 thru 25; Block 4, Lots 3 thru 34; Block 9, Lots 3 thru 34; Block 10, Lots 3 thru 34; Block 15, Portion of Tract D, Lots 1 thru 31; Block 16, Portion of Tract C, Lots 3A thru 33; Block 17, Lots 3 thru 34 comprising approximately 109.5 acres, minus existing, platted right-of-way, as filed and recorded in Sandoval County on November 17, 1969; Volume 2, Folio 8 (See Appendices – 1969 Plat).
- Unit 21, Block 16, Lot 3-A comprising 1 acre as filed and recorded in Sandoval County on April 20, 2000, Volume 403, Folio 158B (See Appendices – 2000 Plat).
- City Centre, Parcel B (Being a replat of Section 36, Township 13 North, Range 2 East, New Mexico Principal Meridian), comprising 160 acres as filed and recorded in Sandoval County on May 23, 2005, Volume 3, Folio 2538-B, Book 408, Page 18035 (See Appendices – 2005 Plat).

City Centre Properties



B. Existing Land Use and Zoning

The plan area was part of a Spanish land grant known as, the "Alameda Land Grant" and was sold to the San Mateo Land Company in 1919 for \$0.19 per acre. The property was later sold in 1948 to Brownfield & Koontz to become the "Koontz Ranch." In 1959, the property was sold to Ed Snow a local investor and developer.



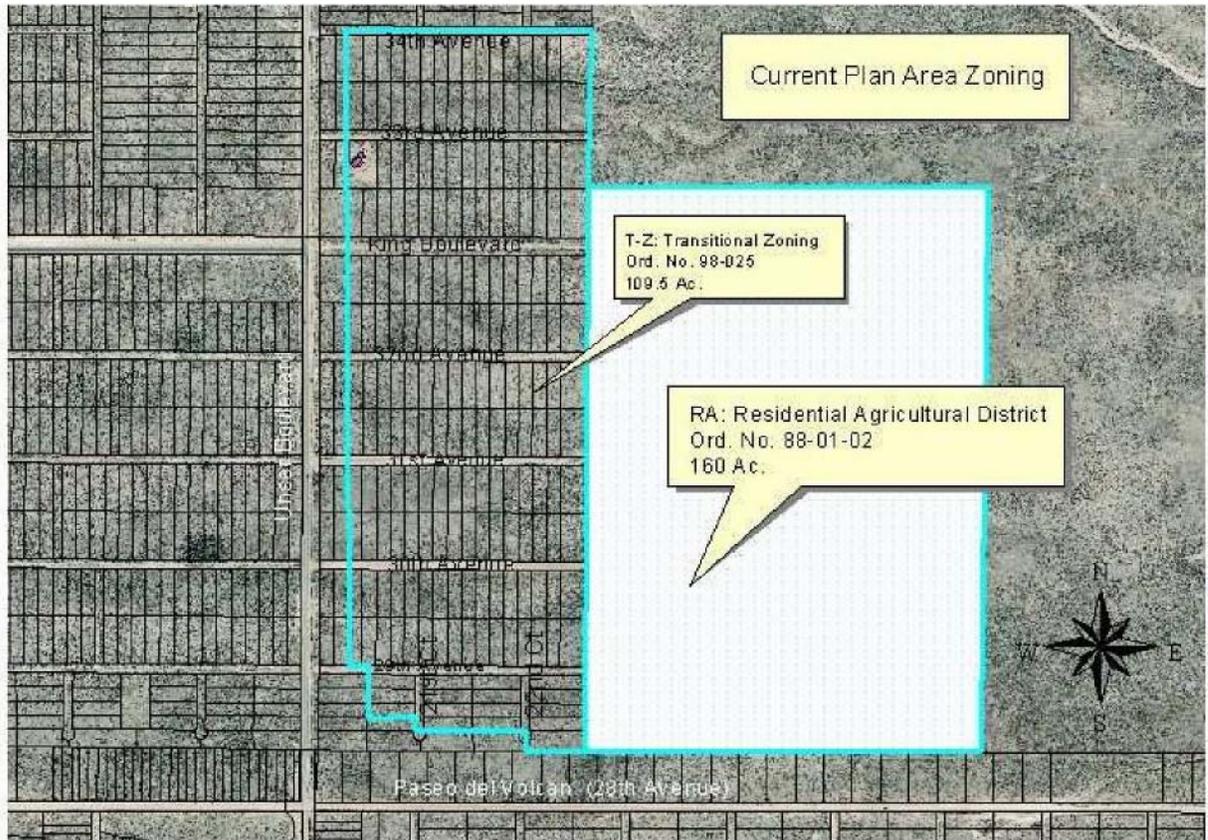
In 1961, Rio Rancho Estates, Inc. (AMREP) purchased an estimated 55,000 acres, platted and sold the land as Rio Rancho Estates in half acre and one acre lots to thousands of absentee property owners through mail order sales in the 60's and 70's. AMREP sold 77,000 lots to 40,000 buyers while retaining approximately 25% of the total acreage for future development.

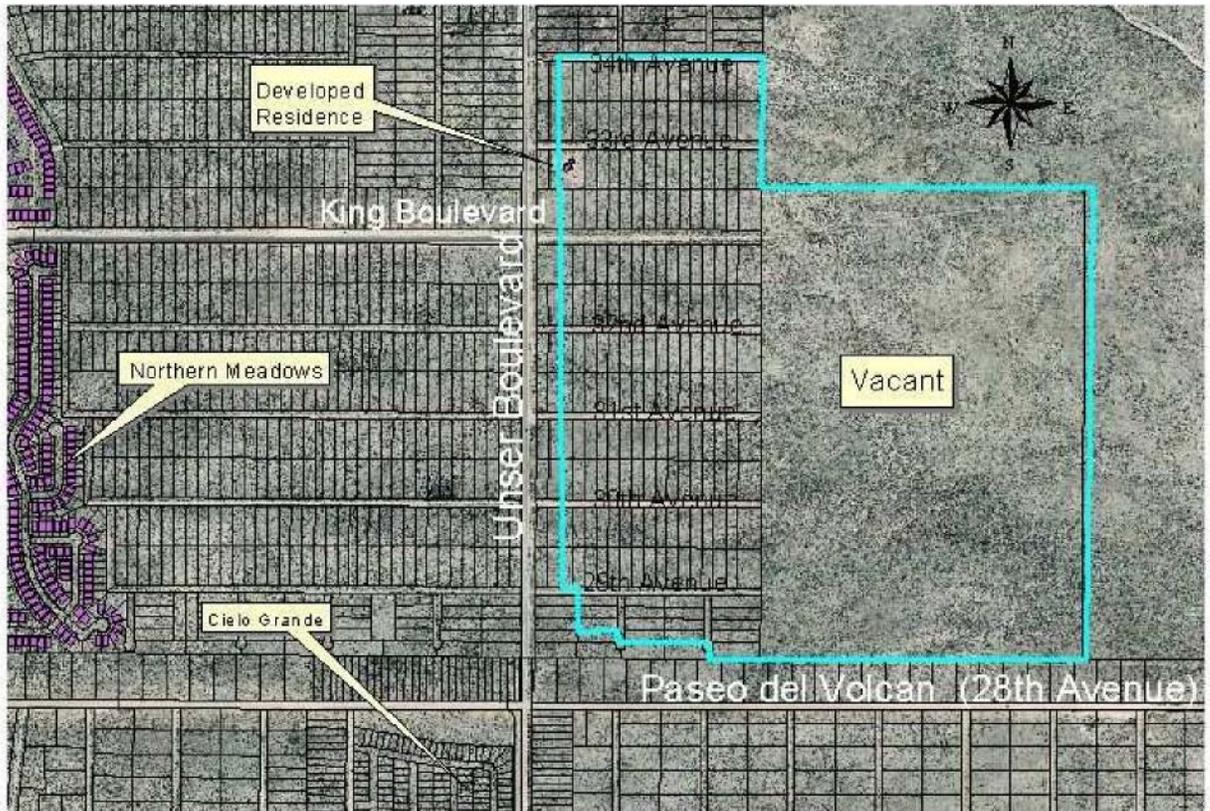
In 1966 the 100th family moved into the community and by 1970, "Rio Rancho Estates" had grown to 91,000 acres with the purchase of an additional 35,000 acres of King Ranch property. The plan area was part of this second land purchase and was subdivided into predominantly ½ acre lots in 1969, filed and recorded with the Sandoval County Clerk's office on November 17, 1969.

On July 29, 1998, the State of New Mexico's Municipal Boundary Commission approved the City's annexation petition to annex 12,187 acres of land, to include the plan area (See Figure on following page). Upon annexation, the properties were zoned T-Z: Transitional Zone in accordance with Ordinance 18, Enactment No. 98-020 and Ordinance 24, Enactment No. 98-025.

Within the plan area and in accordance with current T-Z/Transitional Zoning, a single property owner consolidated two ½ acre lots into one parcel and constructed a single-family residence in 2001. The surrounding land use, with the exception of the single-family residence, is vacant. Impacts to adjacent properties associated with development of the City Centre plan area are minimal.







Existing Land Use

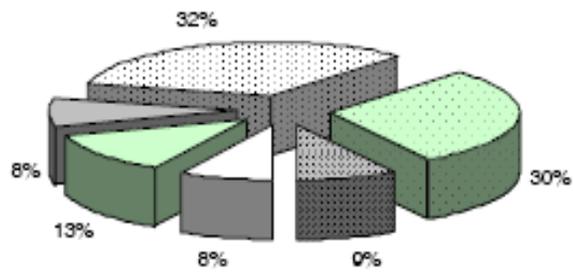


Current ownership patterns within the antiquated properties reflect ownership pattern and trends indicative of the majority of Rio Rancho Estates:

- Diversity in ownership
- “Checkerboard” ownership pattern
- 71% Out-of-state ownership
- A high percentage of lots are owned by a single owner as a single lot or two adjacent lots (83%)
- Largest property owner owns 47 of the 208 lots (22.5%)
- Second largest property owner owns 5 of the 208 lots (2%)

Table - Antiquated Property Ownership Summary

In-State/Out-of-State	Ownership Characteristics	Number of Lots	Percentage of	Percentage of Total
In-State	Single Lot/Single Owner	17	28%	
	2 Lots/Single Owner	26	44%	
	2+ Lots/Single Owner	17	28%	
	Subtotal	60	100%	29%
Out-of State	Single Lot/Single Owner	68	46%	
	2 Lots/Single Owner	62	42%	
	2+ Lots/Single Owner	18	12%	
	Subtotal	148	100%	71%
	TOTAL	208		100%

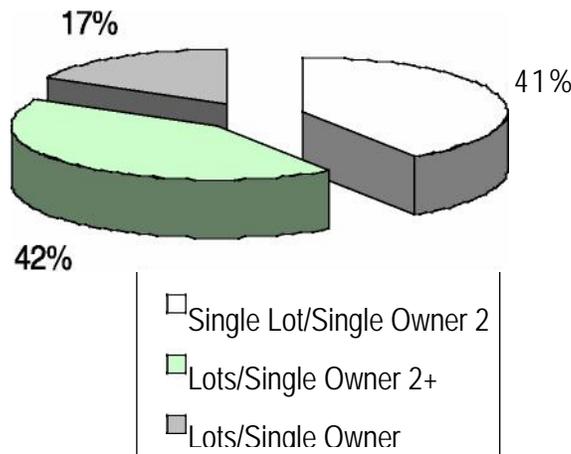


- Single Lot/Single Owner
- 2 Lots/Single Owner
- 2+ Lots/Single Owner
- Single Lot/Single Owner
- 2 Lots/Single Owner
- 2+ Lots/Single Owner

NOTE: Stippled pie shapes reflect out-of-state ownership.



Chart & Map – In & Out-of-State Ownership illustrating single-lot to multiple lot ownership



C. Physical Environment

The vegetation and wildlife within the plan area is predominantly characterized by the “Upper Sonoran” zone (elev. 5,000’ to 7,000’) as an open mesa environment dominated by a wide variety of grasses, yucca, sagebrush and cholla cactus. There are a few one-seed junipers located within the plan area. Wildlife primarily consists of include the burrowing owl, squirrels, prairie dogs, coyote, fox, bobcat, raccoons, skunk, many



lizards, horned toads, scaled quail, roadrunner, black-tailed jack rabbits and cottontail rabbits, a variety of snakes including the western diamondback rattlesnake, predatory birds, mourning dove, badger, porcupine, scorpions and black widow spiders and burrowing rodents. On at least two separate occasions, a mountain lion and a black bear have found their way into the community from adjoining wilderness areas.

Sensitive, Threatened or Endangered wildlife potentially occurring in the Plan Area:

- | | |
|-----------------------|-----------------|
| Peregrine Falcon | Grey Vireo |
| Black-footed Ferret | Mountain Plover |
| Bald Eagle | Baird's Sparrow |
| Western Burrowing Owl | |

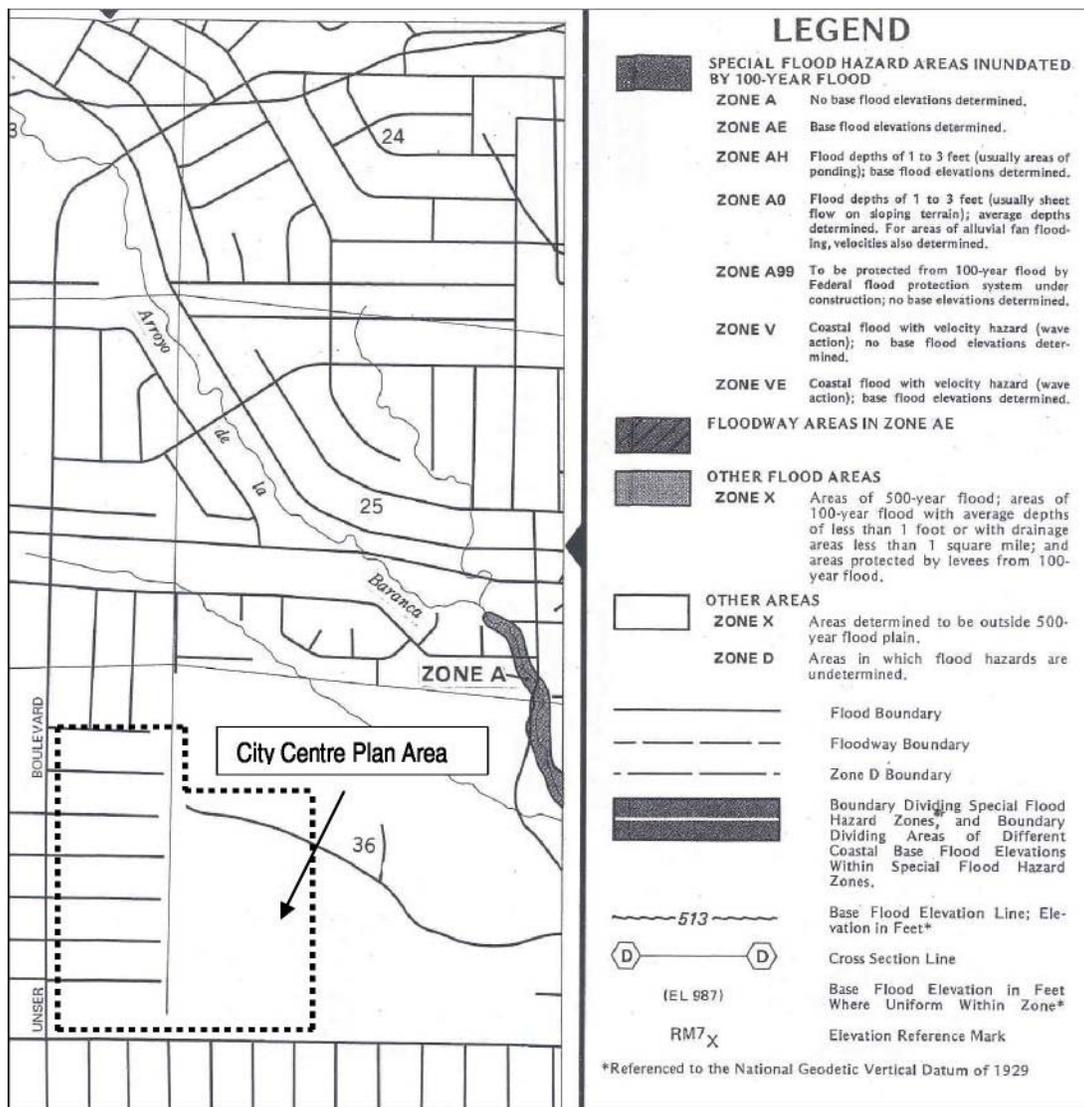
The terrain generally slopes from 5,755' in the northwest to 5,575' in the southeast with two hills defining the south and southwestern corner of the plan area (See Figure – City Centre Topography). The geology and soils located within the plan area is associated with the Albuquerque Basin comprising a 4,300 square mile region. The plan area sits upon several hundred feet of sediments; gravels, sands, sandstones and mudstones. The soils within the plan area are characterized by those associated with the Santa Fe Formation.



The plan area is bisected by two large watersheds contributing to the Rio Grande and covering 35 square miles – Arroyo de los Montoyas and Arroyo de la Barranca drainage basin. Two significant branches of the Arroyo de la Barranca run northwest to southeast just north of the plan area. Federal Emergency Management Agency (FEMA) has identified the northernmost branch of the Arroyo de la Barranca as, “Zone A –



Special Flood Hazard Area Inundated by the 100-year Flood” (See Figure Below – FEMA map). Hence, “Zone A” represents an area that has a one-percent probability of experiencing a flooding episode in any given year.



D. Cultural Resources

On November 11, 2004 Parsons Brinckerhoff conducted a records review of the New Mexico Cultural Resource Information System (NMCRIS) database and the Archaeological Resources Management (ARMS) map server for the 160 acre portion of the City Centre Master Plan area. No archaeological sites have been previously documented within any part of the section; however, the data also show that no archaeological surveys have been performed in the 160 acres.

Prior survey work in the vicinity of the subject tract indicates a potential for high site density. Five sites were identified along 28th Avenue by a survey conducted by Parsons Brinckerhoff in 1999 for the Paseo del Volcan project. A survey for Unser Boulevard conducted by Parson Brinckerhoff in 2004 identified 8 sites west of the project area. Based on the site density along the portion of those two corridors adjacent to the project area, it is estimated that between 20 and 40 archaeological sites may be present in the 160 acre portion of the City Centre Master Plan area.



Many of the sites along Unser Boulevard and Paseo del Volcan were identified as they were exposed due to road grading. Therefore, sites that may be present in the plan area are not likely to be visible until clearing and grubbing activities occur. Construction utilizing state and/or federal funds will require consultation with the New Mexico Historic Preservation Division to determine what, if any, protective measures may be required by the State Historic Preservation Office.

E. Demographic Data

Rio Rancho incorporated as a municipality on February 23, 1981, with a population of 10,131 persons. The population of the City has continued to grow to 51,765 in 2000. U.S. Census Bureau population estimates indicate that the City's population increased 19.7% (10,188 persons) to June 30, 2004. Current population estimates reflect that Rio Rancho is nearing 75,000 persons making Rio Rancho the fastest growing city in New Mexico and the southwestern United States. Single family residential permit data indicates that from January 1, 2005 to October 31, 2005, the city was permitting the construction of new residences at a rate of 270 homes per month. On average, Rio Rancho has 25 new residents arriving into the community every calendar day - 24/7/365. It is anticipated that Rio Rancho will exceed 125,000 persons by 2010.

Additional construction data, major employers, education, population, employment, income and economic data are provided in the Appendices.

IV. Proposed Conditions A.

Zoning & Land Use

To accomplish the desired effect of creating a unique City Centre environment, the City of Rio Rancho has adopted a CBD: Central Business District zone (See Appendices – Ord. No. 39, Enact. No. 05-38) specifying desired land uses and general design guidelines. The foundation for this zone included the consideration of the land use, growth and development Principles defined within the City's comprehensive plan. Other adopted policies such as the City's Transportation policy and principles established within the Rio Rancho Economic Development Policy contributed to the development of the CBD: Central Business District zoning category.

The CBD zone has been developed for the purpose of creating a pedestrian-oriented, "main street" environment. Historically, a Main Street has always been a favorite choice of commercial development. The roadways carry the populace close to the stores, the plazas, and the marketplace. However, suburban development has left much of the City of Rio Rancho with little on-street parking, indirect access to store fronts, large asphalt surface parking and wide streets with large turning radii.

The CBD zone promotes relocating storefronts back onto the streets and moving the parking lots behind or to the side of stores by providing a main street feel with small blocks and interior roadways. The zoning requires any future development be pedestrian-scaled with wide walkways to facilitate outdoor seating and pedestrian activity.

Additionally, the CBD zone provides a concentrated retail commercial, government, recreational, residential and entertainment uses that are intended to serve as a destination and service the needs of the regional trade area. The downtown will provide open-air shopping, planned and developed as a unit and intended to serve consumer demands for the citizens of the City, as well as the region, with the primary offering consisting of a mix of specialty retailers, sit-down restaurants, entertainment and theater facilities and civic uses i.e., new City Hall.



The CBD provides guidance pertaining to the landscaping, architecture, parking, pedestrian and traffic circulation, and specific design features in the downtown area of the City. It is the purpose of this ordinance to:

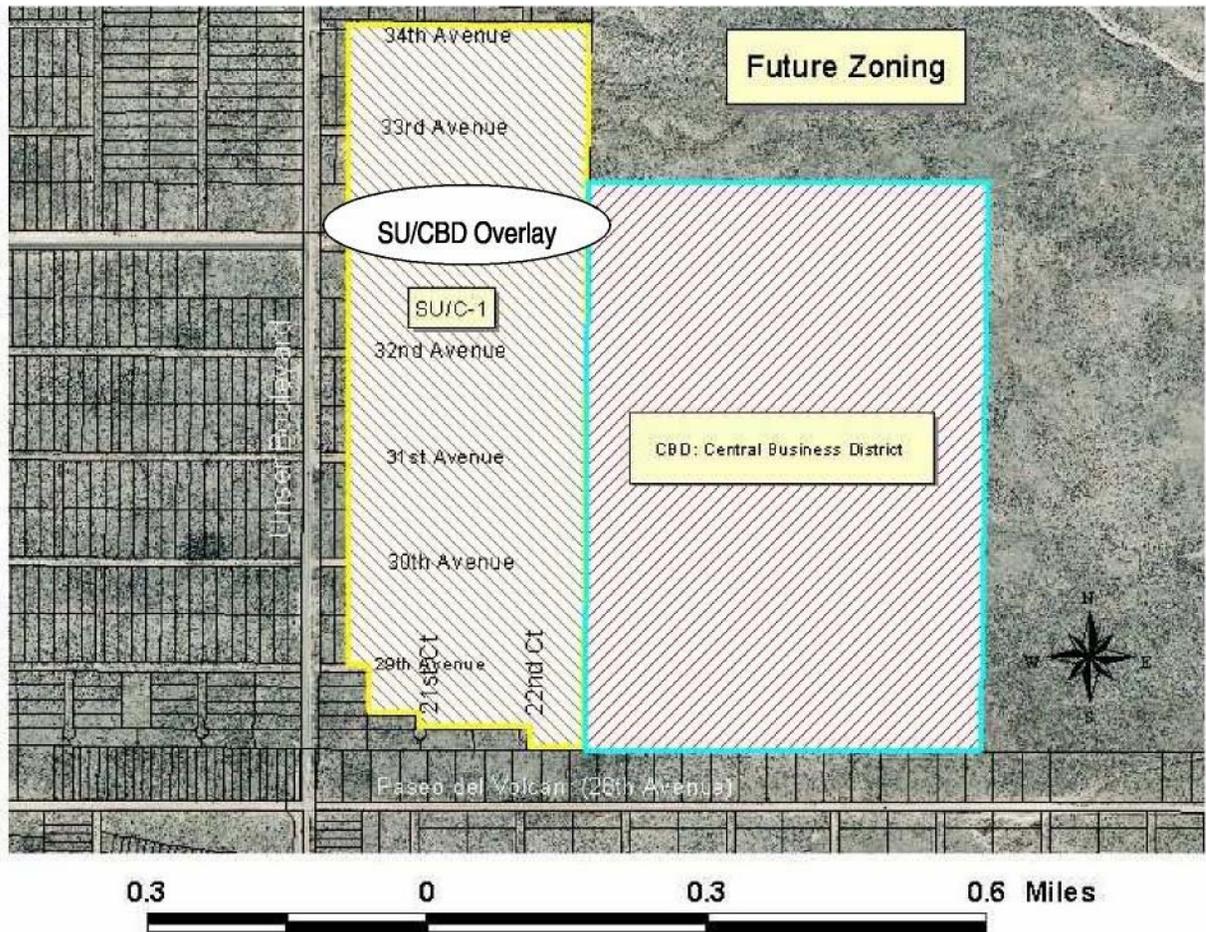
- A.) Encourage a greater intensity of development in order to attract the people and commerce necessary to create a vibrant and diverse urban center.
- B.) Encourage primarily retail oriented land uses in combination with civic recreational and entertainment uses. Ancillary uses would include service, residential, office and mixed uses.
- C.) Promote the vertical mixture of uses rather than horizontal segregation of uses. The vertical scale of this center is more pronounced to encourage a greater density and intensity of uses. The regional center includes multi-storied buildings and maximizes floor to area ratios.
- D.) Encourage a mixed-use density creating walkable, multilevel, live-work-play neighborhoods intended to stimulate and engage pedestrian-level detail such that the CBD user experiences the core of exciting urban living.
- E.) Encourage planning, design and detailing that reflects the needs of pedestrians, establishes multiple circulation opportunities, and creates memorable civic spaces.
- F.) To encourage uses such as theaters and restaurants, which provide "life" to the CBD. These types of businesses help attract people to the area and can provide more efficient use by sharing parking facilities.
- G.) To create small blocks within which commercial uses could be sited as groupings of shops attractive to on-street parking and pedestrian use.
- H.) Parking accommodations are primarily made with on-street, diagonal and parallel parking, parking structures, and underground parking facilities that have attractive street facades and/or ground floor commercial/retail.
- I.) Retail buildings shall orient their entrances together along a sidewalk network in an open-air setting, complemented by landscaping, street furniture and urban furnishing amenities.
- J.) Pedestrian amenities such as gathering places for sitting/eating outdoors shall be encouraged.

The City is also proposing the creation of a SU/C-1: Special Use/Retail Commercial zone & CBD Overlay zone to further the City's land use and zoning goals relative to City Centre. The SU/C-1 zone will afford the City the opportunity to address such site development plan review issues as parking, public infrastructure improvements i.e., lighting standards, street trees, sidewalks & outdoor seating, building massing, height and setbacks, shared access, lot consolidation and architectural elements/design. The nature of a Special Use zone affords the City the opportunity to require the Planning and Zoning Board the ability to review and approve all site development plan proposals for conformance with the Vision 2020-Integrated Comprehensive Plan and the City Centre Master Plan.

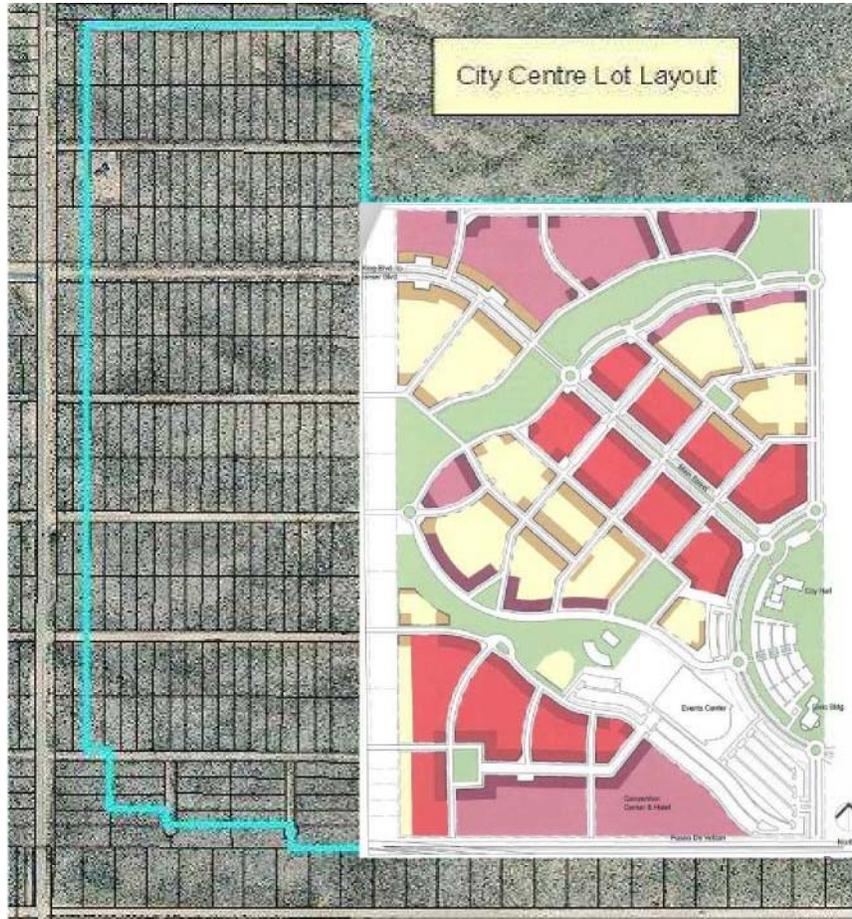
The SU/C-1 properties fronting Main Street "King Boulevard" shall be subject to the CBD Overlay (Land uses and Design Guidelines as per the CBD ordinance) and Main Street District design standards as specified in the Appendix - Regulating Design Standard Code. Additional requirements include those specified within the City Centre Master Plan to include, but not limited to, single-owner/multiple-lot consolidation, shared access, multiple-storied buildings, street trees and parking at rear of storefronts.

As the City continues to work with the State Land Office and other properties in the surrounding area, land use planning and zoning efforts will continue to address the T-Z: Transitional Zoned properties which effectively is a "holding" zone until such time as the property is master planned.



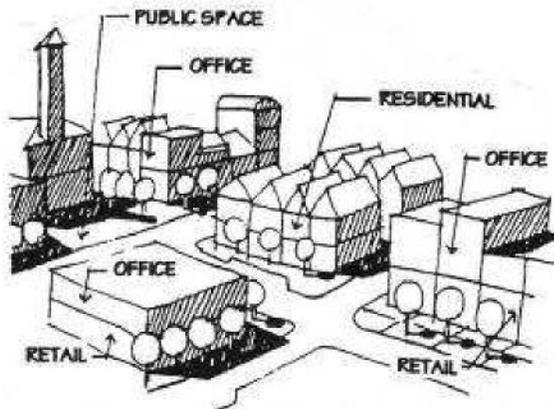


CBD: Central Business District Overlay Potential Lot Scenario.



B. Mixed Use Development

Regional Activity Center nodes, as described within the City's comprehensive plan, are distinguished by their mixed uses and a "live, work, play" environment. Uses may be mixed horizontally and vertically, i.e., retail below offices or residences above shops and studios. The inclusion of public places and plazas provide a variety of street experiences.

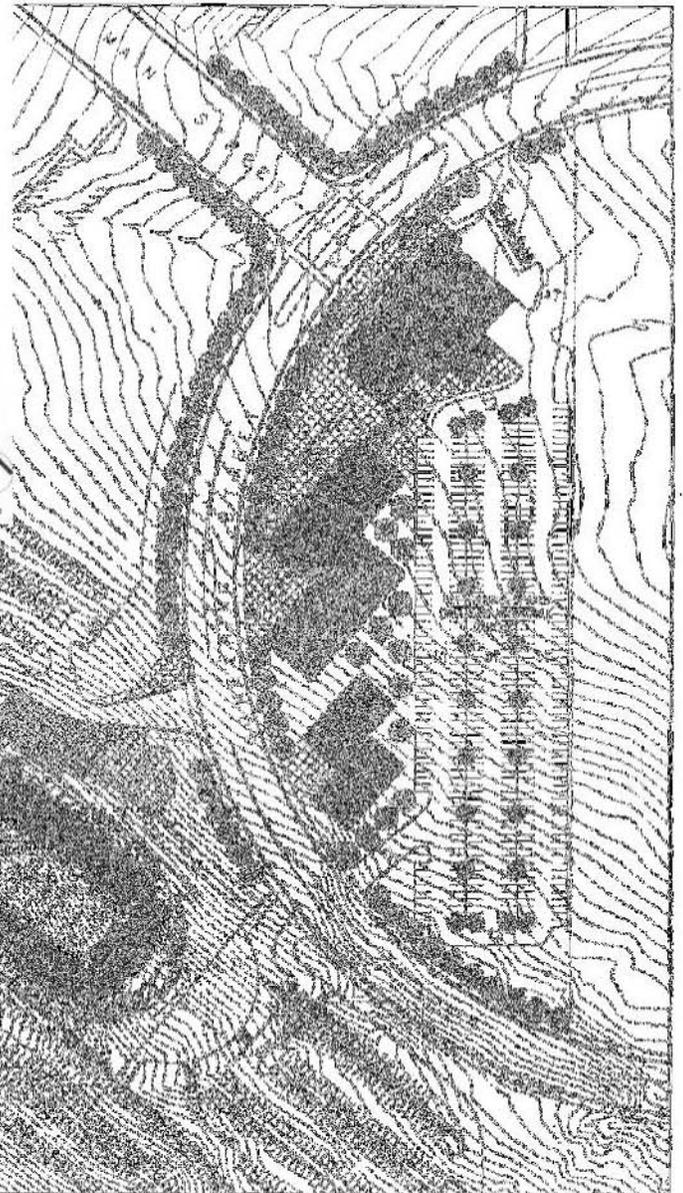


MIXED-USE NODAL DEVELOPMENT
AS A REGIONAL DESTINATION
CENTER





City Hall and important civic buildings should be before standing and a community focus as illustrated at left & below:



Significant land use "anchors" such as the Multipurpose Event Center and City Hall provide a mixed entertainment civic function focus as demonstrated at right:.

CITY OF RIO RANCHO CITY HALL - SITE PLAN



C. Urban Design

The implementation of Urban Design elements found in the Vision 2020-Integrated Comprehensive Plan guides the physical layout, design, and appearance of the community through design guidelines and reviews. The design guidelines permit the City to revise existing land use regulations, planning and zoning codes to promote high quality public and private development throughout the City.

The general design standards applicable to this plan are gathered primarily from two sources; the Regulating Design Standard Code (See Appendices) and the Vision 2020-ICP criteria for mixed-use, Regional Activity Center Nodes (See Appendices). These design standards will be applicable to all proposed development within the CBD & along Main Street. They include, but are not limited, to the following:

Urban & Architectural Elements:

- Walls and materials
- Building façade openings
- Building Aesthetics and elevations
- Signage and lighting
- Landscape improvements

D. Environmental Sustainability

The Environmental Sustainability **Principle** seeks to preserve and protect Rio Rancho's natural resources and environment from existing and potentially harmful conditions. The **Policy** promotes environmentally friendly lifestyles to include recycling, water conservation and recycling, low-impact transportation alternatives and the use of renewable resources. **Actions** include minimizing air pollution, supporting recycling, reuse and reduction efforts, preserving views, adopting noise standards that are enforceable and quantifiable, promoting Dark Skies design, establishing accessible open space that links to City park facilities, preserving sensitive habitat/ecosystems, limiting development on severe slopes and minimizing mass grading, and promoting water conservation (See Appendices).

- A.) Night Sky Protection shall apply to the CBD in accordance with New Mexico Statutes Annotated 1978, Chapter 74, Environmental Improvement, Article 12, Night Sky Protection. Site lighting shall be low-level from a concealed light source fixture and shall not spill over into adjoining properties or road right-of-way or in any way interfere with the vision of motorists.
- B.) A phased erosion control plan shall be required prior to start of construction and through construction completion to mitigate any negative impacts associated with grading, clearing and final site stability conditions.
- C.) All landscaping within the CBD shall consist of low-water, drought tolerant plant material native to the arid southwest. A recommended xeriscape landscape palette is included in the City's Vision 2020-Integrated Comprehensive Plan for reference.
- D.) Future construction within the CBD shall consider Green Building technology to enhance the environmental sustainability of the downtown

V. Transportation

The success of a master planned commercial center is highly dependent on visibility and highway access. The City has been successful in initiating the construction of the first phase of the Paseo del Volcan corridor which will provide access to two of the State's largest interstates. Additionally:



- The city is fewer than 5 miles from Interstate 25, 15 miles from Interstate 40 and approximately 35 minutes from the Albuquerque International Airport.
- Major thoroughfares NM 528 and US 550 allow four-lane access through the City.
- Regional rail service is available in the Town of Bernalillo, five minutes east of Rio Rancho and will incorporate the State's new "Rail Runner" with strategically placed terminal stations eventually connecting Belen to Santa Fe.

A. Regional Traffic Patterns

The City's Transportation Policy, regional transportation plan (MRCOG's 2025 Metropolitan Transportation Plan) and Vision 2020-ICP land use plans identify both Paseo del Volcan and Unser Boulevard as limited-access, principal arterials. Both are intended to carry longer distance trips through the area versus increased accessibility.

The Transportation Principle establishes a long-range transportation network of sufficient capacity to meet local and regional circulation needs while providing a balanced circulation system with opportunities for all forms of transportation including mass transportation and other alternatives to automobile travel. The Transportation and Circulation Policy provides for the development of an integrated multi-modal transportation system that optimizes the efficient movement of people and goods. Actions include design of a road network and multi-modal transportation network that promotes and accommodates the City's preferred growth scenario.

MRCOG's Long Range Transportation Plan



The plan area is generally located at the intersection of Unser Boulevard and Paseo del Volcan. The Vision 2020-ICP Preferred Scenario Map amendment identifies the plan area as an activity center for mixed use - commercial development. It also meets the design and technical actions for transportation and circulation by locating the commercial site on arterial streets with limited disruption of existing neighborhoods. The plan area shall be accessed from Unser and 30th Avenue and Paseo del Volcan and 30th Street. Transit and



Unser Blvd
Paseo del Volcan

King Blvd to US 550
Iris Rd to US 550

2016 to 2025.

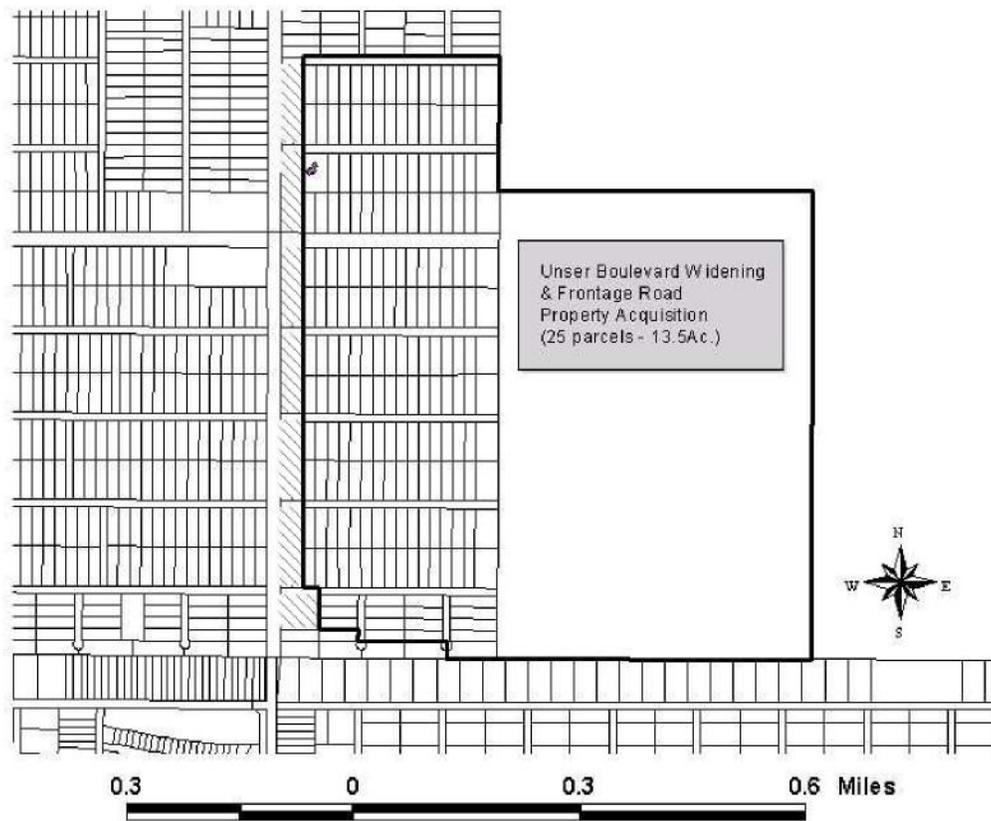
2 to 4 lanes
New 2 lanes

Programmed
Programmed



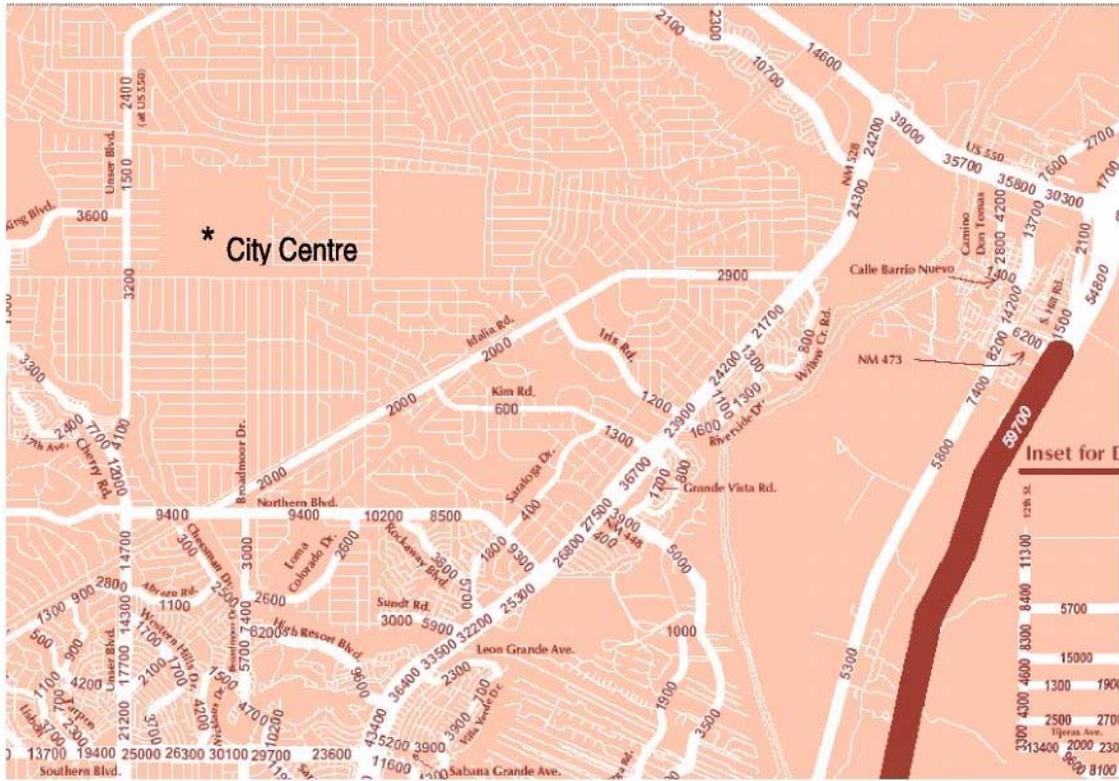
Unser Blvd is designated as a limited access principal arterial roadway by the Mid-Region Council of Governments. The City of Rio Rancho is completing a corridor study that will result in access management recommendations within the study area. South of the plan area, an access policy is currently in place, limiting full access at-grade intersections to half-mile or greater spacing with partial access intersections permitted at quarter-mile spacing. Partial access intersections will provide for right-in, right-out access (RI/RO) (See Figure – Unser Wideneing Alternative).

Unser Widening Alternative



Traditionally, the region relies on access via frontage roads, however, during future land use planning and zoning phases of the development of City Centre, the City will evaluate and consider other alternatives, i.e., mid-block access etc.





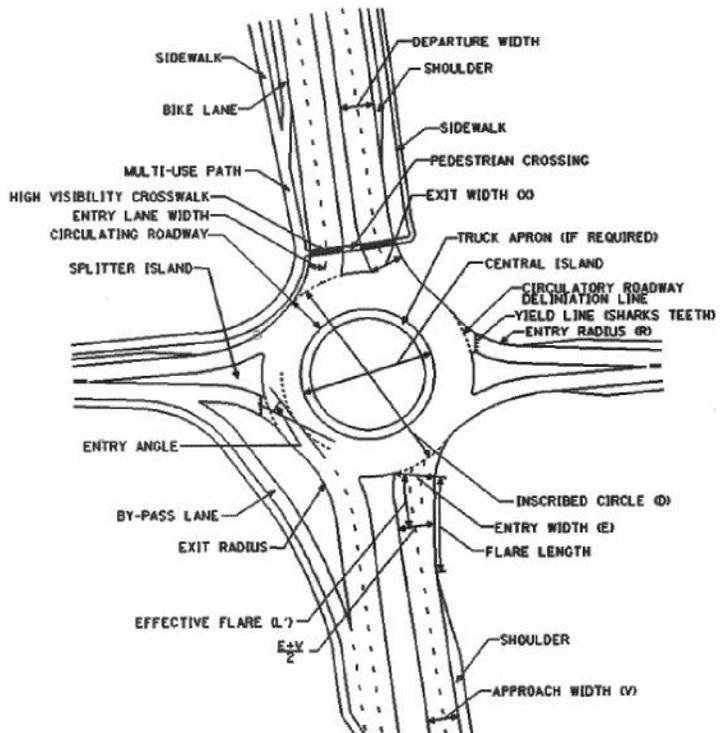
MRCOG - 2004 Traffic Volumes

B. Site Circulation

The design and construction of all roadway improvements shall be handicap accessible. Internal roadways will be designed to limit through traffic by narrowing the roadways to provide direct access to all commerce. Angled, parallel and metered parking along with underground and parking structures will be encouraged throughout the City Centre plan area. Long-term, expansive paved parking shall be discouraged as the density of City Centre increases and other parking opportunities present themselves.

Main Street shall possess a median with one full access mid-block within the antiquated properties. The remaining Main Street section shall be characterized as a narrow lane, two-way street with on-street parking, short blocks, wide sidewalks and no median. Main Street will also utilize two "round-a-bouts" at strategic locations to eliminate the use of signalized, controlled intersections and maximize retail traffic accessibility.

Pedestrian crossing will be improved with "bulb-outs" at intersections.



As specified in the previous section, the antiquated properties will be provided with an internal circulation comprised of existing platted right-of-way and the future construction of a north-south Unser Boulevard frontage road.



Site circulation during special event conditions will be managed through a combined public/private effort to sign and direct incoming and outgoing traffic to include, but not limited to, lane sharing/switching possibilities.

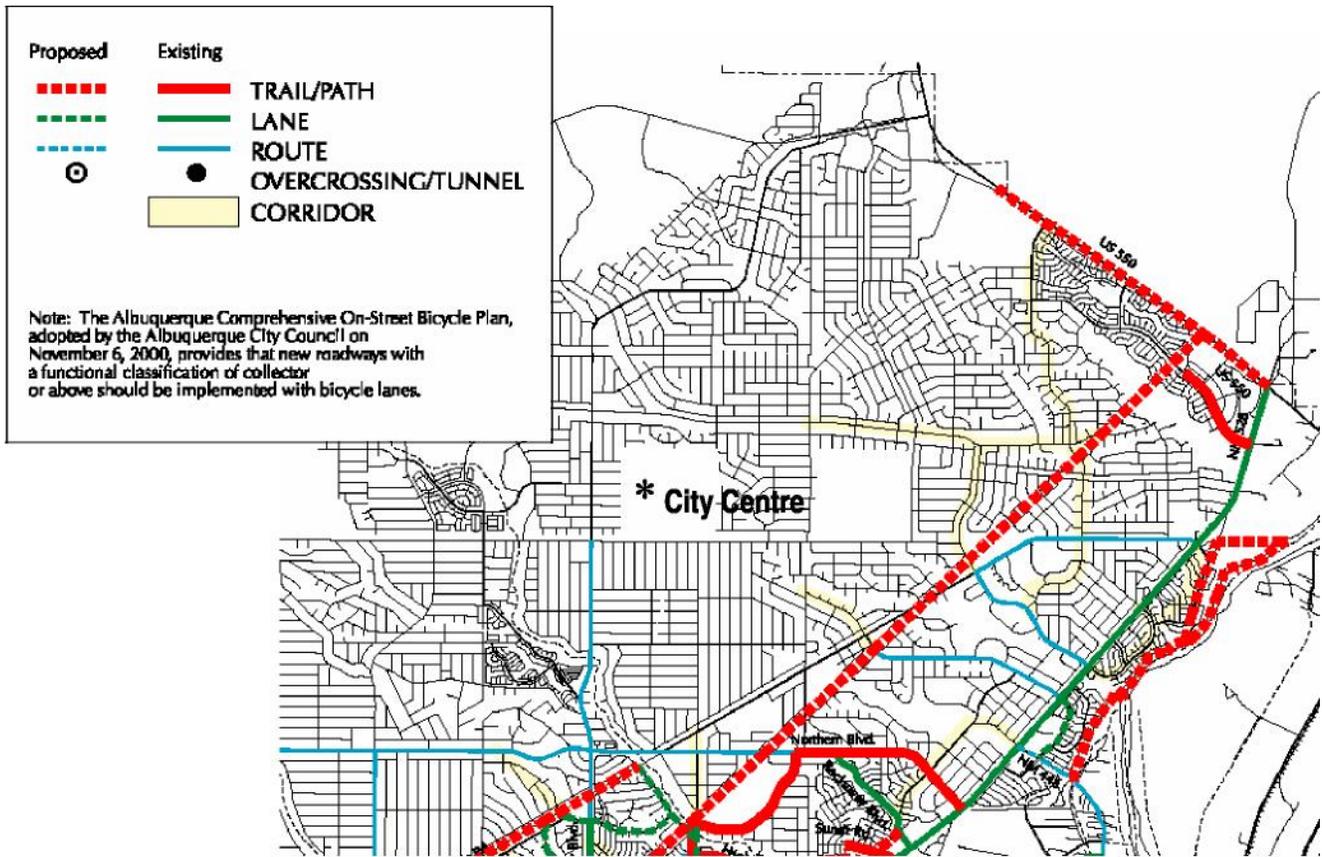
C. Multi-Modal Transportation

The City is not currently served by fixed route-based public transit. Given the mixed uses of residential and commercial property within the City, this could provide for good two-way use of public transit with both origins and destinations within the City and City Centre in particular. Transit could also reduce the impacts upon the roadway system if transit service is provided.

In 2004, the Sandoval County Commission agreed to purchase equipment to support the commuter rail project between Belen and Santa Fe (*Rail Runner*). The Commission has pledged funds to support a connector bus system along US 550, with park-and-ride lots and a shuttle bus service to the rail line. A park-and-ride lot in the proximity of the City Centre in addition to circulatory transit service through the City, may reduce the impacts on Unser Boulevard, US 550 and Paseo del Volcan.

The City's interest in a pedestrian-scaled development project includes bicycle amenities. Bicycle amenities shall be encouraged through the provision of trails/paths, lanes and routes. Additionally, bike racks will be required at all appropriate areas of activity within City Centre.





MRCOG Bikeways Master Plan Map

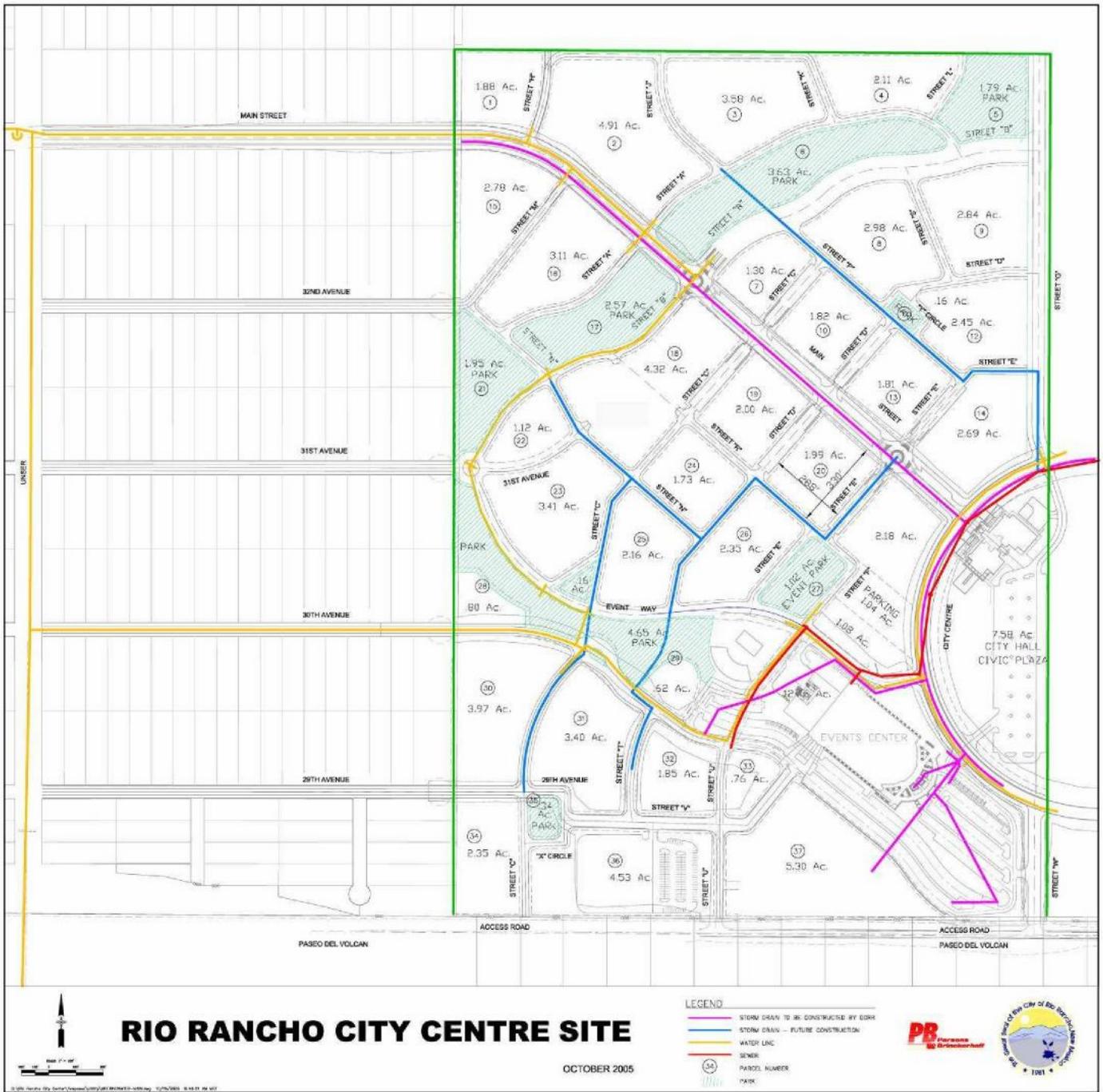
VI. Infrastructure

The City Centre project area has existing facilities located in the vicinity however; significant infrastructure improvement related costs shall be borne by the City and future developers within the City Centre project vicinity.

A. Water & Wastewater

The following map illustrates the expansion of “wet” utilities necessary to develop the downtown site while allowing expansion capabilities for future development such as the University of New Mexico campus. Construction of all infrastructure improvements are currently underway.





B. Dry Utilities

Communities around the country are utilizing Wi-Fi as an incentive for the development of their "Lifestyle Centers." A regional communication network within the City of Rio Rancho will provide the new City Centre with state of the art telecommunication capabilities.

Both natural gas and electricity are distributed by the Public Service Co. of New Mexico (PNM). Recent communication between the City and PNM will facilitate the design, engineering and provision of services to the City : ... Centre plan area by October 2006. Meanwhile 10, 15 & 20-year advance planning



and coordination is on-going with PNM representatives to facilitate future growth and development.

VII. Housing

Housing within the CBD shall be limited to above ground level residences constructed as multiple stories above retail. Adjacent residential subdivisions that are either under construction or currently exist in the vicinity of the City Centre plan area are listed below:

North Hills -	1,488 Dwelling Units
Northern Meadows -	3,120 Dwelling Units
Cielo Grande -	138 Dwelling Units
Mariposa -	5,175 Dwelling Units

VIII Economic Development and Fiscal Analysis

The Vision 2020-ICP's Economic Development **Principle** seeks to continue public and private partnerships that develop a community that provides a wide range of businesses and industries that are compatible with the City's interest in developing City Centre and consistent with the City's vision of economic diversity. The Economic Development **Policies** encourage long-term financial strength by attracting quality jobs, high-end retail and diverse employment opportunities to capture the City's regional share of gross receipts tax revenues by maintaining an integral role within the economy of the metropolitan area. **Actions** include expansion of the City's gross receipts tax base by supporting existing and recruiting additional local retail and office uses.

On July 28, 2004, the City adopted an Economic Development Policy to establish specific goals, initiatives and strategies for comprehensive, sustainable economic development. The statement of policy reads, "To define, encourage, and guide sustainable, long-term, economic and community development on a City-wide basis." Consistent with this direction, the Economic Development Policy specifically identifies the creation of a "Downtown or City Center" as a high priority and one of several *Initiative Statements*:

"For Rio Rancho to truly become a self-sustaining, multi-dimensional, community whose sense of its own identity and completeness is fulfilled by our collective attachment to a vibrant, complex, and dynamic built environment, we must strive to plan for, create, and develop, over time, a true Downtown or 'City-Center' where civic life and community identity coalesce into the social, cultural, entertainment, shopping, financial, and commercial core of the City."

The Downtown project area was generally defined as that property which lies south of Progress Boulevard, north of Paseo del Volcan, east of Unser Boulevard and west of Iris Road. The policy further states that the project area shall be master planned with a multi-decade perspective as it shall be the City's Downtown and/or City Center.

The master-plan process shall further define the following:

Civic structures, plazas, and facilities including:

- a. A permanent, "statement-edifice" City Hall.
- b. A permanent, Central Library
- c. Offices of State, County, and Federal agencies or administrations.
- d. Public plazas, gathering spaces, and/or urban or linear parks, with thematic outdoor art, sculpture, signage, and pedestrian connectivity.
- e. A conference, convention, or civic center.



f. A multi-purpose event center designed primarily for regional sporting events, concerts, and touring entertainment.

Post-secondary educational facilities.

High-quality office space housing architects, engineers, attorneys, accountants, physicians, investment advisors, real estate developers, and other professionals and executives.

Retail, wholesale, and investment banking, mortgage lending, and financial services.

Theaters for film and video production and the performing arts.

Retail stores and shops including large-volume, stand-alone; multi-tenants; single-tenants; national chain; and specialty; offering a wide variety of consumer and durable goods, arts and crafts, home décor, appliances, jewelry, men's, women's, and children's apparel, electronics, furniture, antiques, books, music, convenience and specialty items, and consumables.

A broad-spectrum mix of dining and entertainment opportunities including chain restaurants, singular destination dining establishments, night clubs, cafes, coffee houses, and themed entertainment.

High-density, non-street-level, multi-family housing effectively integrated within the broad-spectrum mix of non-residential usages in order to create a 24-hour live-work environment.

Production and editing studios/facilities for the motion picture industry.

Design elements creating a true walkable, pedestrian-scale Downtown or City-Center. IX.

City Centre Implementation

Implementation of the City Centre Master Plan will require the application of the guidelines found in the Vision 2020-Integrated Comprehensive Plan and compliance with the design standards found in this plan. The zoning for the properties listed in this plan include SU/C-1, CBD and CBD Overlay as previously discussed and require the enforcement thereof.

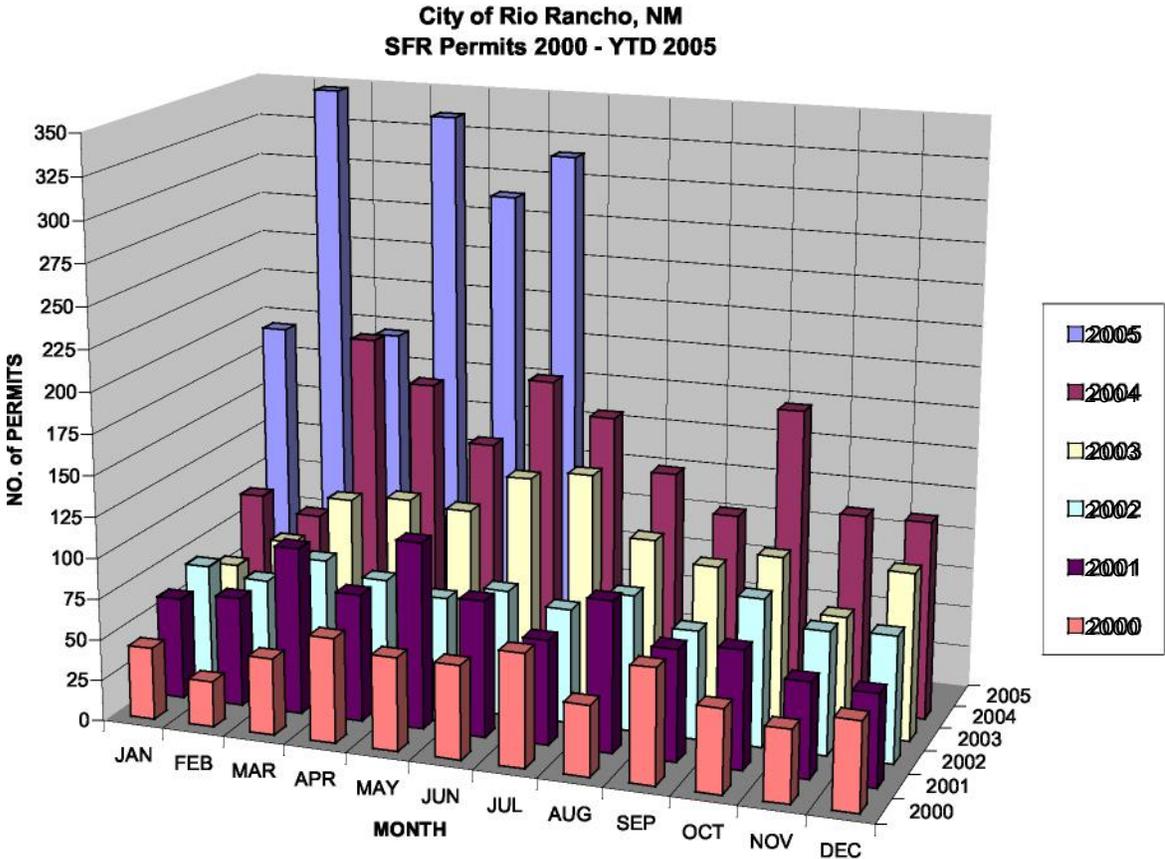
Additionally, due to the nature of the project and the interest in providing high-end retail development, market forces bear an important factor in the successful implementation of the City Centre Master Plan. Continued public/private partnerships, historically utilized by the City of Rio Rancho to encourage economic growth and development, will continue to prevail as the City seeks to see the Vision of a City Centre become a reality as the State of New Mexico's premier community.



APPENDICES

HOUSING, POPULATION, EDUCATION, EMPLOYMENT & ECONOMIC DATA

Single-family Residential Construction Growth



Update Permit data thru November



Metropolitan Area SFR Building Permit Data (2000 - YTD 2005)

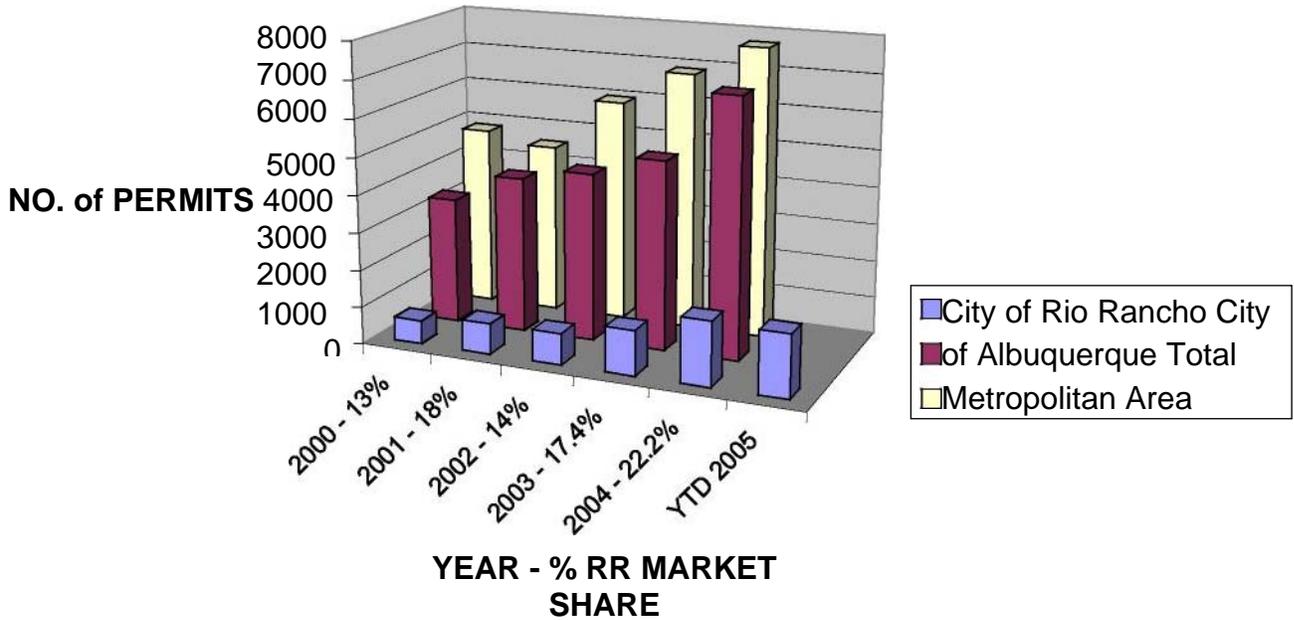


Chart – Illustrating Rio Rancho’s Market Share of Single-family Residential Construction.
 (NOTE: Data from Development Services Department & Home Builders Association of Central New Mexico.) HBA of CNM data may vary slightly due to reporting techniques.)

MAJOR EMPLOYERS

BUSINESS	EMPLOYEES
Intel Corporation	5,118
Subcontractors	2,601
Rio Rancho Public Schools	1,406
Sprint PCS	900
Bank of America Banking Services	528
City of Rio Rancho	480
Victoria’s Secret Catalogue	438
JC Penny Company	325
Don Chalmers Ford	215
U S Cotton Inc.	208
Intersections, Inc.	142
Waste Management of NM	139
Target	130
Lectrosonics, Inc.	125
Form-Cove Mfg Co, Inc.	100
Insight Lighting	100

Source: R.R.E.D.C., 2005



• **Education:**

Rio Rancho Public Schools was founded in July 1994 as New Mexico's newest school district and serves well over 13,600 students. Last year, the district grew by about 6 percent. Enrollment numbers jumped 8.6 percent this year indicating that the rate of growth is increasing. The school district was named as the state's first charter district in 2000 and has been recognized for its academic achievements and quality management. The Rio Rancho Public School District is the second largest employer within the City of Rio Rancho.

Rio Rancho Education Data

No High School Degree	8.9%
High School Degree Only	28.7%
Some College	28.9%
Associate Degree	9.1%
Bachelor Degree	16.5%
Graduate Degree	7.9%

The City of Rio Rancho possesses a quality labor force used to solicit many different types of industries into the community as well as provide for expansion of existing businesses. Specifically, 91.1% of the total adult population has, at minimum, a high school degree. Approximately 62% of the population has had some form of a college education.

• **Population:**

2004 Population Data

Population by Gender	Female 51.5%	Male 48.5%
Average Age	T	35
Percentage of Married Household	F_	60.9%
Age Breakdown		
Under 19		30%
20-24		6.4%
25-34		12.7%
35-44		16%
45-54		14.1%
55-64		8.6%
65-74		5.8%
75-84		4.6%
84+		2%



U.S. Census Bureau population estimates indicate that the City's population increased 19.7% (10,188 persons) to June 30, 2004. Current population estimates reflect that Rio Rancho is nearing 77,000 persons making Rio Rancho the fastest growing city in New Mexico and the southwestern United States.

Mid Region Council of Governments 2050 Population Projections

Figure 3
Historic and Projected Population of the
Middle Rio Grande Region
1950-2050

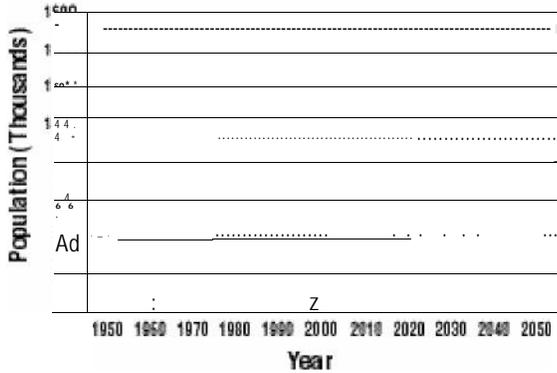


Table 3 – Population Projections, 2005-2030

County	2005	2010	2015	2020	2025	2030
Bernalillo	595,954	631,839	666,114	698,632	729,750	759,000
Sandoval	106,536	126,294	144,377	162,409	179,966	197,182
Torrance	19,523	21,890	23,475	24,979	26,318	27,479
Valencia	76,512	86,706	97,330	108,064	118,593	128,922
Total District 3	800,527	866,531	931,296	994,284	1,054,689	1,112,683
New Mexico	1,970,983	2,112,986	2,251,319	2,383,116	2,507,548	2,626,553
District 3 Share of NM	40.6%	41.0%	41.4%	41.7%	42.1%	42.4%

Source: UNM-IBBER

- Income:

Rio Rancho Income Statistics for 2004

Median Household Income	\$51,010
Per Capita Income	\$21,047

- Economy:

Rio Rancho Cost of Living Index

2nd Quarter 2004

Amarillo	Rio Rancho	89.5
Oklahoma City	Colorado Springs	92.1
Austin	Phoenix	92.2
National Average	Albuquerque	96.9
Denver		97.5
		99.0
		99.5
		102.4
		104.6



New Mexico's National Rankings

- #1 Total R&D Expenditures
- #1 in Creativity for Medium-Sized Cities
- #1 Exporter of High-Tech Products as % of State Exports
- #2 in PhD Degrees per capita
- #3 in Manufacturing Expansion and Relocation
- #5 In Fast-Growing "Gazelle" Companies
- #5 in Industry Investment in R&D
- #6 in Information Technology Jobs
- #12 in Percent of Scientists and Engineers in Labor Force
- #18 in Top 40 Real Estate Markets for expansion or relocation

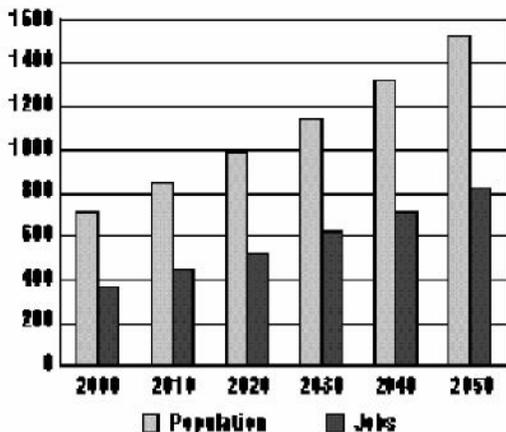
#20 for Technology Innovation and Business Development

#34 of 200 Largest Metro Areas as "Best Place To Do Business."

Sources: US Bureau of Labor Statistics, US Census Bureau, NSF, State New Economy Index, Expansion Management Magazine, NM Economic Development Dept., Washington Monthly, Milken Institute State Technology & Science Index

Mid-

Regional Population and Employment Projections
(in thousands)



Region Council of Governments' Employment and 2050 Projections:

Sandoval County growth would be principally accommodated in the southern tier of the County, specifically in the City of Rio Rancho, Town of Bernalillo, and the western portion of the unincorporated community of Placitas. Also in the south part of the County, several planned communities are anticipated in the area of the "Mariposa" property west of NM 44 and in the Rio Puerco Valley of Sandoval County. Sandoval County would grow from approximately 79,000 to 254,000 persons by year 2050. Most of the growth is anticipated in and adjoining Rio Rancho. Elsewhere in Sandoval County, modest growth (which may positively affect community vitality) should be carefully planned for in the communities of Algodones, Pena Blanca, Cochiti Village, Village of San Ysidro, Canon area, Jemez Springs, In-holdings north of Jemez Springs, Ponderosa area, and the Village of Cuba and vicinity.

Focusing on Sandoval County:

- Jobs/housing balance improved, including retail development to enhance tax base
- Moderated rate of growth in southern part of County
- Rio Rancho regional center (downtown) connected by transit
- Rio Rancho open space system
- Bernalillo Downtown revitalized
- Retain rural character of Placitas
- Preserve valley floor agriculture of Conales
- Minimize urbanization of the Bosque
- Modest growth in Jemez Spring consistent with small town character
- Stronger jobs base in Cuba, consistent with small town character
- Enhance and encourage retention of agriculture in Algodones and Pena Blanca

ENVIRONMENTAL SUSTAINABILITY

The CBD zoning district requires the following to achieve environmental sustainability (Additional information may be found on the web at <http://www.usgbc.org/>;

- 1.) Design space-efficient buildings.
 - a. Reduce the size and complexity of buildings whenever possible. Avoid odd, irregular shapes that are difficult to construct, finish, and furnish. Optimize interior spaces for size and efficiency. Minimize space required for circulation.
 - b. Design spaces that are flexible and suitable for multiple uses.
 - c. Use residual spaces for storage. Maximize all surfaces for shelving, built-ins, closets, etc.
 - d. Eliminate superfluous spaces. Favor well-designed entrances that are properly scaled and include airlocks or windbreaks.

- 2.) Design energy-efficient buildings that use renewable energy sources.
 - a. Optimize building surface to volume ratio.
 - b. Efficient design dictates that the least possible amount of materials is used to enclose the space.
 - c. Orient buildings to the sun. Elongate the east-west axis or dimension to present as much of the building as possible to the south.
 - d. Consider earthen berms, wind breaks and landscape planning for energy conservation.
 - e. Use high levels of insulation, superwindows and tight construction. Use fan doors or diagnostic equipment to verify the airtight quality of construction.
 - f. Integrate primary renewable energy systems. Solar energy can provide a significant amount of natural light, passive solar heat gain and natural ventilation.
 - g. Use high efficiency mechanical and electrical systems.
 - h. Select durable materials that can provide thermal mass in buildings.
 - i. Detail all construction to avoid standing water, weather intrusion, and unwanted infiltration.
 - j. Place most of the windows, with proper overhangs and shading during the hot season, facing south. Place monolithic surf with minimum building penetrations facing winter winds.

- 3.) Make it easy for occupants to recycle waste.
 - a. Include convenient recycling stations in kitchens and other areas where waste is collected.
 - b. Consider bulk recycling collection points within communities to simplify collection.
 - c. Include gray water and rooftop water containment systems. Configure roof sheds to gather water at strategic locations. Use gravity flow to distribute water for irrigation, flow forms and garden pools.
 - d. Insist on a job site recycling effort to reuse or recycle

- e. construction waste as appropriate.
- e. Use water-efficient, low maintenance landscaping with future considerations given to the City's water reuse efforts.

4.) Design buildings for future reuse by providing connections to building systems which anticipate expansion.

5.) Avoid potential health hazards.

- a. Include radon abatement features.
- b. Avoid electromagnetic fields (EMF) by not building close to power lines, microwave towers or other concentrated sources of electrical energy.
- c. Do not use toxic materials that give off gas or cause interior air pollution.
- d. Design duct work, heating and cooling coils and filters to be easily accessed and cleaned.

6.) Avoid materials that harm the environment.

- a. Do not use ozone depleting chemicals or mechanical equipment that relies on them.
- b. Carefully recycle chlorofluorocarbons (CFCs) when disposing of mechanical equipment or foam insulation.
- c. Minimize the use of pressure treated lumber.
- d. Use recycled plastic lumber or other alternatives.
- e. Avoid the use of pesticides or other harmful chemicals that may leach into groundwater.
- f. Use durable long-lasting products which require less maintenance and contribute less to the landfill.
- g. Concrete and masonry products used inside a building provide thermal mass and improvement in passive solar performance.
- h. Choose locally produced materials to reduce energy required for transportation and support the local economy.
- i. Use building components made from recycled materials. Framing and finish lumber, carpet, floor tile, cabinet stock and paints are now manufactured with recycled materials. Recycled cellulose and plastic building insulation are often are less toxic and involve remanufacturing processes which are earth friendly.
- j. Minimize products derived from petrochemicals. Choose water-based products if they are suitable for the application.



URBAN DESIGN GUIDELINES

Specifically the following shall apply:

- Center Size & Land Use: Over 100 acres, medium to high-density mixed-use activity center with retail, office, commercial, public uses & outdoor plazas.
- Residential Areas: Limited to above ground floor residences.
- Scale and design: Multi-storied buildings with variable heights and compatible facades, which may include pedestrian arcades with retail uses at street level.
- Intensification: Maximize floor to area ratios (FAR).
- Circulation & Parking: Limited landscaped shared parking lots at rear of buildings, underground parking and surface parking structures with compatible facades, parallel, angled and metered parking in close proximity to retail.
- Transit: Accommodate paratransit, demand response transit and fix route with adequate sidewalks, benches and shelters. Provide pull-outs for buses and paratransit vehicles. Provide multi-modal transit kiosks to strategic, centralized locations. Consider the creation of an "auto-free" zone associated with open space areas and trail networks.
- Pedestrian Orientation: Pedestrian scale facades with wide sidewalks and pedestrian amenities, building step backs, preservation of view corridors, no steep berms or grades, bike paths and pedestrian facilities, well lit public areas, landscaping, and no blank walls.
- Signage: Avoid glaring, excessive or roof mounted signs, but allow well designed neon signs that are consistent with style themes and building scale.
- Fences and their appearance will be governed by the following standards:

All fences will be indented, offset or serpentine in form to break up long, continuous facades (> 150').

Materials include stucco (textured or smooth) over CMU block, curved interlock block, split block, stabilized adobe, brick or masonry block, Plain, exposed gray CMU block shall not be used.

Fences will be designed to complement the architectural character of adjacent or newly constructed structures.

With regards to safety, fences should be designed to permit areas of visual penetration, by either raising or lowering portions or by inserting open, decorative block.

- Landscaping: Landscaping shall require street trees to provide shade, a sense of scale and as a traffic buffer. The recommended Landscape Palette emphasizing drought tolerant, xeriscape landscaping is included in the Appendix.
- Gateways: Provide a "sense of place & arrival" by introducing median monuments at strategic entrance locations.



URBAN DESIGN GUIDELINES (Continued)

Vision 2020 ICP

Land Use Mix:

- Incorporate useable open spaces
- Locate residential within the downtown area, including multi-family units in and around the center, including mid-wise apartments and multi-family units inside office and retail buildings
- Complement retail uses with personal service shops, office and residential
- Consider integration of mixed-uses into a single structure with retail on the first level and office/residential on the upper levels
- Provide for community gathering spaces for community functions

Building Scale and Design:

- Develop visual terminuses, unexpected spaces and plazas
- Civic buildings should be freestanding and a community focus
- Organize structures to create enclosed spaces to form continuous street frontages. Avoid freestanding “pad” development
- Encourage pedestrian passageways that are well lit, signed, spacious and barrier free
- Consider pedestrian arcades
- Require the overall design of buildings to be compatible in terms of landscaping, design, materials and the relationship between buildings

Intensification:

- Reduce parking requirements and building setbacks to increase the floor area ratio (FAR) requirements for all developments
- Allow maximum FAR

Parking Lot and Parking Structure Design:

- On-street parking should be allowed as a means of reducing parking areas and increasing the pedestrians sense of security
- Surface parking lots should be as small as possible and scattered throughout the area
- Design parking structures with office or retail uses at ground level
- Surface parking areas should be screened from roadways by buildings, walls and landscape plantings. The screens should be used to create an “architectural edge” to frame the street
- Shared parking between uses and located at rear of buildings should be provided whenever possible
- Parking areas should be well landscaped internally as well as along the perimeter
- Parking lots should be located internally within the project and not on the perimeter
- Large expanses of paving uninterrupted by landscaping shall not be permitted
- Parking aisles should be separated from pedestrian and bike access routes
- Separate vehicle and pedestrian circulation systems should be provided

Pedestrian-Oriented Design

- Provide wide sidewalks with a minimum of 8 feet and a preferred width of fifteen feet in busy areas • Sidewalk and curb design should conform to ADA requirements.



- Site planning should provide pedestrian and bicycle circulation areas that are linked to a city-wide open space and trail system, plazas and other public spaces
- Building facades shall be in scale with the pedestrian
- Large blank walls on ground floor elevations should be avoided and broken up, with windows and doorways located at frequent intervals
- Large wall surfaces should be divided with offsets, architectural projections and step-backs
- Minimize gaps in between building facades in order to maintain linear continuity
- The streetscape should include attractive landscaping of exterior and interior streets, landscape design should have continuity, street furniture, sitting areas and use of paving materials other than asphalt and lighting
- Encourage street tree plantings to reinforce, articulate and add scale to street edges
- Corner radii should be minimized
- Minimize the distance that a pedestrian has to travel when crossing a street. Encourage the use of special paving or striping of the roadway for pedestrian crosswalks
- Consider mid-block pedestrian crossings
- Neighborhood parks, markets and other civic uses could help design pedestrian systems, links and access requirements
- Provide on-street parking as a physical barrier between traffic lanes and walkways

Signage:

- Encourage the use of small signs with distinctive shapes, unique textures, symbols and materials
- Avoid glaring or excessively large signage
- Prohibit roof-mounted, projecting signs

