

NORTHERN/RAINBOW

SPECIFIC AREA PLAN

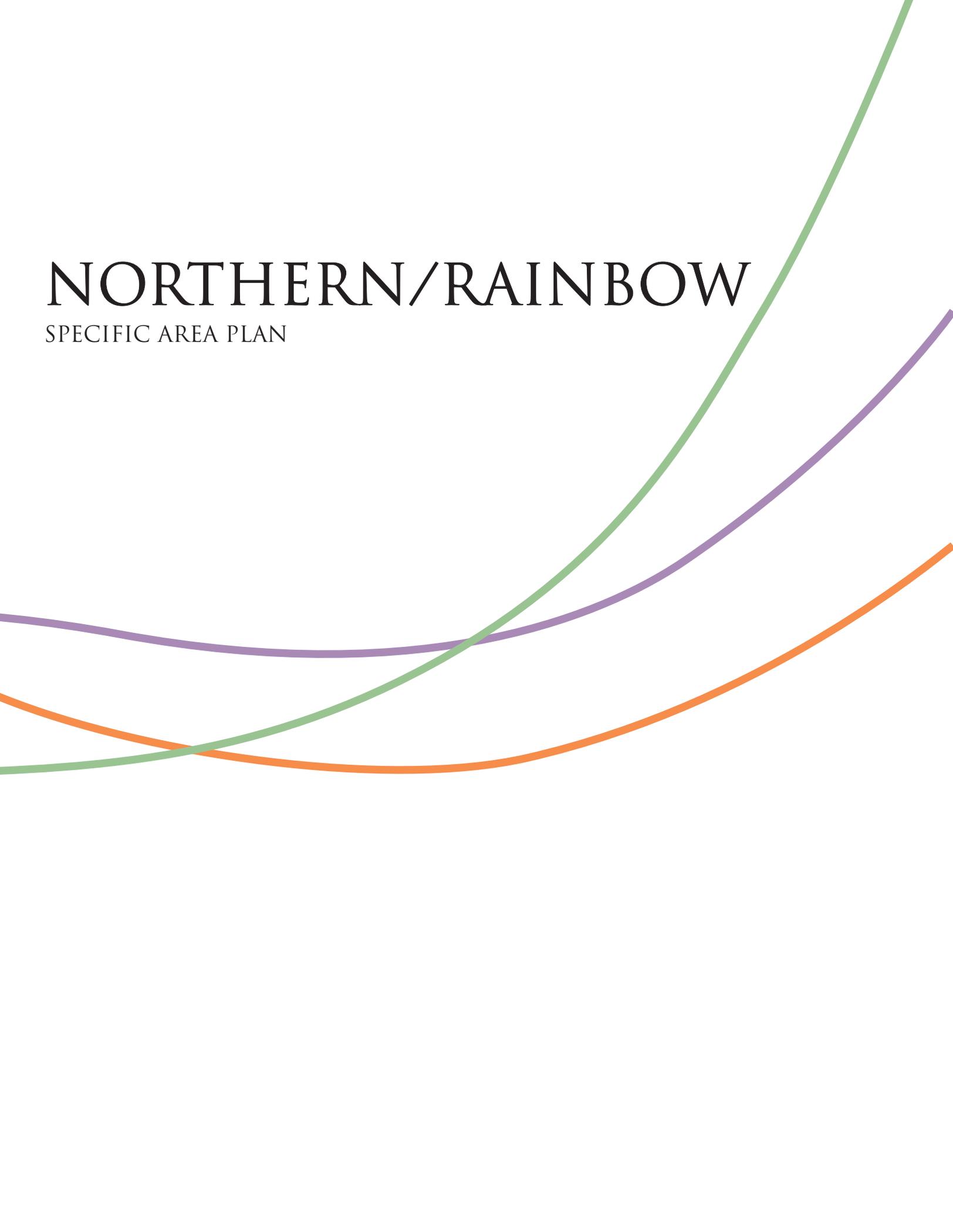


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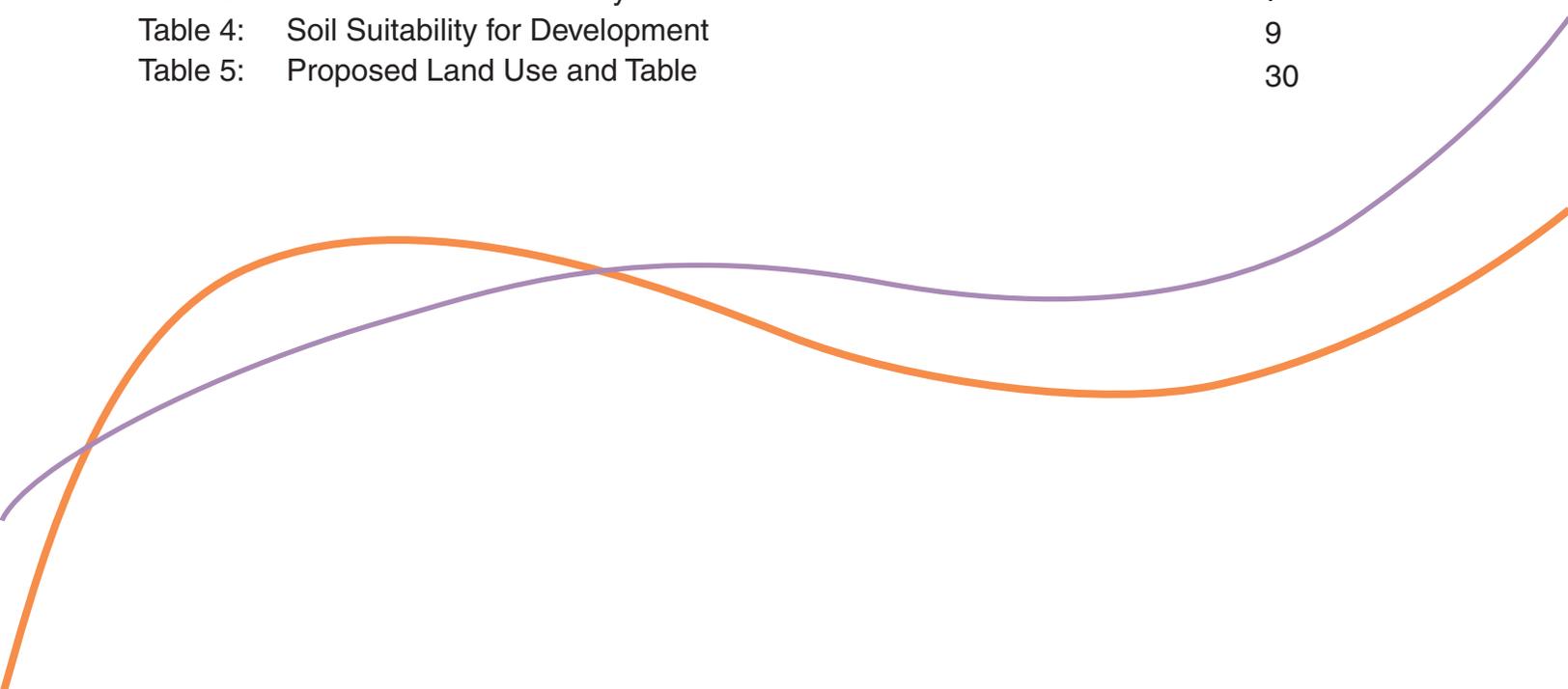
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1.0 PURPOSE

The purpose of the Northern/Rainbow Specific Area Plan is to help guide and manage future development in the area bounded by Northern Boulevard (N), Sandia Boulevard (S), Rainbow Boulevard (E), and 3rd Street (W), within the City of Rio Rancho. The plan provides information about current conditions in the Plan area, identifies goals and objectives, proposes land uses and zoning, identifies access points, creates design standards, and lists methods of implementation. This area will be anchored by the future development of the Rainbow Business Park which will serve as an Employment Center for the city, creating industrial space and much needed new jobs. This project will add economic base employment; thereby generating new wealth and growth for the community.

1.1 Introduction

Economic development and economic base employment are the driving forces behind Rio Rancho's growth. Economic base enterprises make products and provide services that are sold outside of the local economy, which are the primary source of income and the generator of new wealth inside the community. The City has recognized the importance of economic base employment from the beginning of its economic development efforts. Rio Rancho has been successful in recruiting major employers to the City with effective incentives such as Industrial Revenue Bonds (IRB), which allow plants and facilities to qualify for revenue bond financing at below market interest rates with no property taxes for the life of the bond (10-30 years). In addition, the City does not currently charge impact fees for development that serves economic base employment. – Vision 2020

1.2 Plan Area

The Northern/Rainbow Specific Area Plan encompasses 236 acres located in Unit 8, Rio Rancho Estates, Blocks 49, 50, 53, 54, 57, 58, 61, 62, 66, and 67.

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 land 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 deemed important to guide the future developments of a neighborhood or activity center.

Master Plan

Master Plans are Level 4 sub-area plans often prepared by the private sector for properties in single ownership or control and submitted to the City for approval. These plans generally address many of the components of the Comprehensive Plan but are specific to a defined area within the City, at least 20 acres but usually not more than 100 acres.

1.4 Plan Process

Planning and Zoning Board Public Meeting

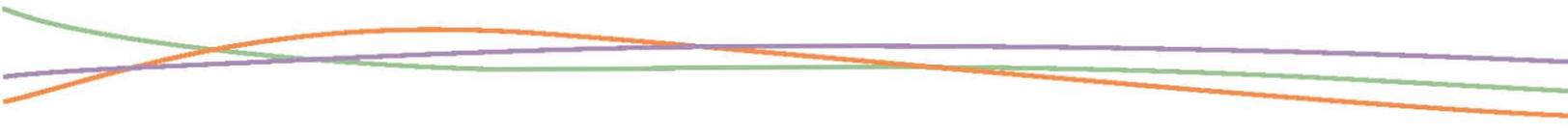
A public meeting was held on December 9, 2008. The public meeting will be advertised by sending out letters to all property owners in the Plan area. The meeting will also be posted on the City's web site. The PZB makes a recommendation to the Governing Body.

Governing Body Public Hearing

A public hearing is scheduled for January 14, 2009. The public hearing will be advertised by sending out 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

The existing conditions for the City of Rio Rancho and the Northern/Rainbow Specific Area Plan described in this section include:

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

2.1 Demographics

Rio Rancho is the fastest growing and third largest municipality in New Mexico. It is expected that the City will more than double in population over the next 20 years, with the projected population for 2030 being 136,086 people. Given this population projection from MRCOG the percent growth from 2008 to 2030 is expected to be 64.77%. The population growth trend from 2000 to 2008 was 59.55%, the estimated growth trend from 2008 to 2015 is 20.78%, and the estimated growth trend from 2015 to 2030 is 36.43%. Table 1 below shows the City's housing, population, and population growth trend.

Table 1: Rio Rancho Population and Growth Trend				
City of Rio Rancho	2000	2008	2015	2030
Housing	20,209	31,765	38,365	51,143
Population	51,765	82,589	99,750	136,086
Population Growth Trend		59.55%	20.78%	36.43%

Source: U.S. Census Bureau, 2000. 2008 estimate and 2015/2030 projections from MRCOG, 2007

The median age for residents in Rio Rancho in 2000 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 account for 70.8 percent of the total population, compared with 72.0 percent for the state as a whole. Residents 62 years and older comprise 13.4 percent of the total population, compared with 14.0 percent statewide. 91 percent of the Rio Rancho population is over the age of 25.

The average household in the City of Rio Rancho has 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 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 area's largest employer. In 2004, basic jobs, such as 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 (Table 2 below).

Table 2: 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, and it has issued business licenses for 1,051 businesses that are 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). Table 3 shows the non-residential vacancy rates for the City of Rio Ranch, and justifies the need for industrial space in the City.

Table 3: Rio Rancho Non-Residential Vacancy Rates

	Total SF	Vacant SF	Vacant %
Industrial	5,972,367	41,096	< 1%
Retail	1,631,573	84,602	5.2%
Office	363,022	49,435	13.6%

Source: Grubb & Ellis, New Mexico, 1st Quarter 2008 Market Analysis

In 2007, the City of Rio Rancho received 95 requests for zone map amendments. Out of the 95 requests, 81 were processed, 14 are still pending, 7 were denied, and 6 were refunded. So far in 2008, 58 requests for zone map amendments have been made. Out of the 58 requests, 30 have been processed, 28 are pending, 28 were denied, and 3 were refunded. Ninety percent of the zone map amendments requested are commercial.

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 2007 to 1,046, after the two previous years of over 2,000 permits issued. Thru the second quarter of 2008, there has been 504 building permits issued. 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 \$210,545 in 2007. The median price was \$180,000. 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). New homes are currently being built in Camino Crossing located at the northwest corner of Rainbow Boulevard and Northern Boulevard.

2.2 Natural Environment

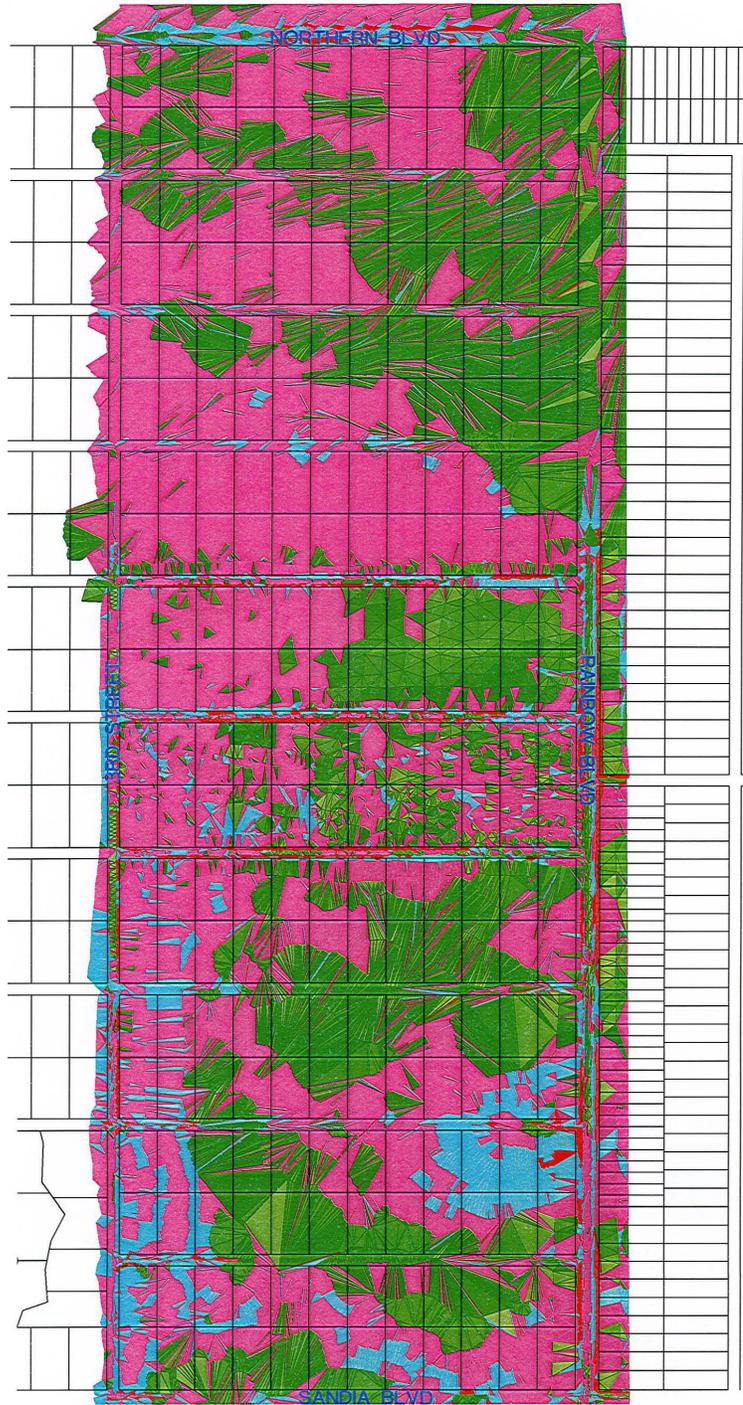
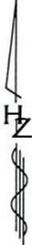
In general, planning area soils are sandy, with only 8-10 inches of rain a year that support mainly native grasses and shrubs. The Sheppard loamy fine sand soils (191) are representative of most of the soils in the plan area and are appropriate for urban development. Other major soil types in the area include: Grieta fine sandy loam (142) and Grieta-Sheppard loamy fine sands (145). Exhibit 2, below, shows the boundaries of the different soil types within the Northern-Rainbow Specific Area Plan; the soils are represented by their Natural Resource Conservation Science soil identification number.



A view of the natural features, looking southeast at the Plan Area.

LEGEND

- 0%-3%
- 3%-7%
- 7%-15%
- >15%



Designed For:
**AMERICAN HOLDINGS
 & ASSETS, LLC.**

**NORTHERN/RAINBOW
 SLOPE ANALYSIS PLAN**
 EXHIBIT 2

Designed By:
HUITT-ZOLIARS
 Huitt-Zollars, Inc. Rio Rancho
 333 Rio Rancho DR NE, Suite 101
 Rio Rancho, New Mexico 87124
 Phone (505) 892-5141 Fax (505) 892-3259

Exhibit 3: Northern-Rainbow Plan Area Soil Types



Source: United States Department of Agriculture, Natural Resource Conservation Science

The soils in the Northern-Rainbow SAP area are favorable for development. Table 4 depicts the different soil types and the limitations of the soils for the types of development that are being planned for in this area:

Table 4: Soil Suitability for Development

	142- Grieta	145- Grieta-Sheppard	191- Sheppard
Dwellings with basements	Somewhat Limited	Not Limited	Not Limited
Dwellings without basements	Somewhat Limited	Not Limited	Not Limited
Local Roads and Streets	Somewhat Limited	Somewhat Limited	Not Limited
Corrosion of Concrete	Not Limited	Not Limited	Somewhat Limited
Corrosion of Steel	Very Limited	Very Limited	Very Limited
Lawns and Landscaping	Not Limited	Not Limited	Somewhat Limited
Small Commercial Buildings	Somewhat Limited	Not Limited	Somewhat Limited

Source: United States Department of Agriculture, Natural Resource Conservation Science

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, snakeweed, cholla cacti, prickly pear cacti, fourwing saltbrush, yucca, senna, kochia, piñon, and oneseed juniper. Local wildlife includes birds, coyote, badgers, kit foxes, prairie dogs, jackrabbits, prairie rattlesnakes, round-tailed horned lizards, lesser earless lizards, and New Mexico whiptails.

The slopes of this land area range from 0-over 15% slope. The majority of the land has a slope of 3-7%. Aside from the drainage plan, which takes these land features into consideration, the entire Northern/Rainbow Specific Area Plan is working with the natural terrain of the area. The proposed six acre park in the southeastern portion of the Plan area is the location of the steepest slopes and highest elevation, leaving this area preserved for recreational use.

2.3 Land Ownership

The Plan area contains 236 buildable lots. Each lot is approximately one acre in size. Currently 61% of the property within the Plan area is owned by a single entity. The other 39% is individually owned.

2.4 Land Use

There are three single family homes that currently exist adjacent to the Plan area. These lots are to be excluded from this Specific Area Plan: Block 49, Lot 1; Block 50, Lot 12; and Block 61, Lots 12 and 13. The existing platting for the Plan area establishes 236 one-acre lots. The current zoning for the entire area is R-1/Single Family Residential. Land on the north side of Northern Boulevard, which is adjacent to this Plan area, is being developed as R-2/Single Family Residential homes. Other surrounding land uses include R-1/Single Family Residential to the east, west and south of the Plan area.

2.5 Community Facilities

Rio Rancho Public Schools

Rio Rancho Public Schools has 15,662 students in 16 school facilities. There is 1 pre-school, 8 elementary schools, 3 mid-schools, 1 mid-high school and 3 high schools. Schools closest to the Plan area include: Colinas del Norte Elementary School and Puesta del Sol Elementary School, Eagle Ridge Middle School and Lincoln Middle School, and Rio Rancho High School. Two new elementary schools will open in Fall 2008, and 1 new high school will open in Fall 2009. The school system has expressed a desire to locate a middle school in or near the Plan Area.

There is proposed open space near the Calabacillas Arroyo which is less than a mile west of the Plan Area, and a proposed senior center east of Rainbow Boulevard adjacent to the Plan Area. The allotted park space in the Plan Area, on the southwest corner of 2nd Avenue and Rainbow Boulevard, is ideally located in between these two proposed features. Pedestrian trails are recommended to link these features either along 1st Avenue or Sandia Boulevard.

City Facilities

The nearest City facilities include Rainbow Park and Pool, and King Mesa Meadows Park. The City's Parks and Recreation Master Plan identifies a future senior center location at Rainbow Blvd. and Sandia Blvd. and identifies open space along the Calabacillas Arroyo.

2.6 Zoning

All lots in the Plan area are zoned R-1/Single Family Residential, as is most of the surrounding property to the east, west, north and south. The only exception is the Camino Crossing Subdivision, which is located at the northwest corner of Northern and Rainbow. This subdivision is comprised of 32.2 acres subdivided into 176 single family R-2 lots. Entrances to Camino Crossing are via Camino Crossing Street and 11th Avenue. Parcel C located at the southwest corner of the subdivision is designated as a detention facility and park. A 10 inch water/sewer line runs along 3rd Street from Camino Cross to the proposed Northern Rainbow Specific Area Plan area.



A look at the new houses being built in Camino Crossing.

2.7 Transportation

The proposed development of the Northern/Rainbow Specific Area Plan is within Unit 8 of the Rio Rancho Estates. The project includes portions of blocks 49, 50, 53, 54, 57, 58, 61, 62, 66 and 67. 3rd Street lies directly to the west of the project while Sandia Boulevard bounds the development to the south. The east boundary of the development is Rainbow Boulevard. Northern Boulevard creates the north boundary of the project.

Long Range Transportation Plan

The City of Rio Rancho prepares an Infrastructure Capital Improvements Plan (ICIP) and submits 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 2009-2014 ICIP lists \$640 million in capital projects for parks, public safety, drainage, transportation, utilities, library, fire and rescue, vehicles and machinery, and drainage. Transportation projects total \$165 million, and parks projects total \$42 million city-wide over the six year period. No ICIP projects are currently planned in or near the Plan area. 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 Plan (STIP) if federal funding becomes available. The MTP identifies a project to construct Rainbow Blvd. from Northern Blvd. north to Paseo del Volcan in the next 20 years.



From the intersection of Northern and Rainbow looking southwest at the Plan area.

Traffic

Traffic volumes in the Plan area are highest along Rainbow Boulevard with an average weekday traffic flow of 2200 vehicles. Northern Boulevard has an average weekday traffic flow of 2000 vehicles near the Plan Area; this number decreases to 1600 just west of the Plan Area, but this number is expected to increase when Northern Boulevard is extended to Paseo del Volcan in the next several years.

Transit

Rio Transit operates a paratransit system serving senior and eligible disabled adults. Funding is through FTA 5310 and the City of Rio Rancho general fund. Riders must be residents of and registered with the City of Rio Rancho. Trips are available for any purpose in Rio Rancho; however they 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 Boulevard and NM 528. No local City bus service is currently planned.

Trails and Bike Paths

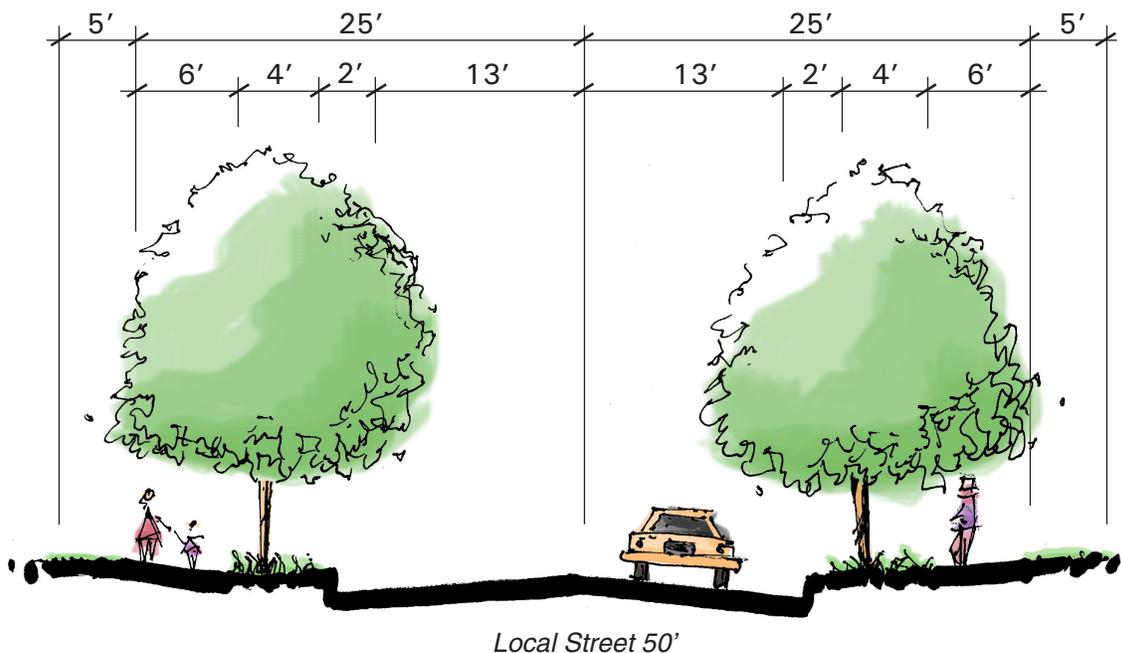
A bike lane is planned, for the future, along Northern Boulevard from Unser Boulevard to Hondo Road, and along Rainbow Boulevard in its entirety. Rainbow Blvd. and Northern Blvd. are both identified as bicycle routes on the City's and MRCOG's bike and trails map. The City's Parks and Recreation Master Plan identifies future trails linking open space along the Calabacillas Arroyo.

Right-of-ways

Rainbow Boulevard is an existing one hundred foot right-of-way. All other roadways in and around the Northern/Rainbow Specific Area Plan are fifty foot right-of-ways. An initial bulk land plat will not dedicate any additional right-of-ways.

Street System

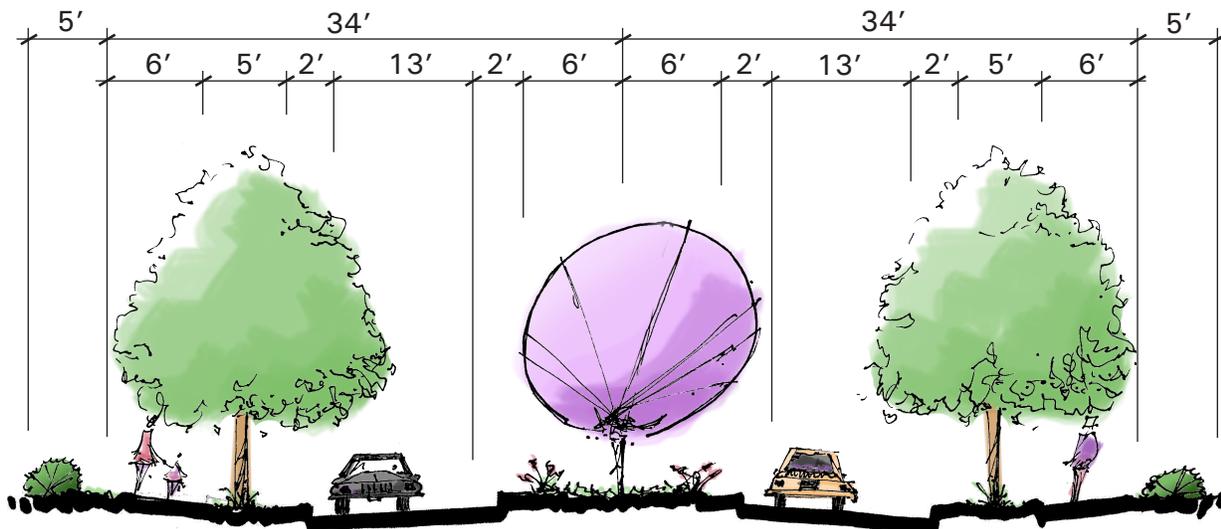
6th Avenue will be the main entrance for the Business Park portion of the area plan via Rainbow Boulevard and 3rd Street. 7th, 6th and 5th Avenues will be reconfigured internally to the Business Park. 3rd Avenue and 1st Avenue will be vacated and consolidated into residential tracts through a summary plat process once the property is acquired. All other existing roadways within the master plan area will remain unchanged. The Plan area street system includes local, collector, minor, and principal arterial streets as indicated on the Roadway Classification Map in the City's Transportation Policy adopted in 2004 and listed below:



Local Streets (50 feet wide, 30 foot wide pavement, 2 lanes)

A street which is primarily for access to abutting properties and carries low volume traffic. Accessibility to homes and business is more important than mobility. Speed limits are set low, below what the roadway geometry allows, usually 25 MPH, with traffic volumes less than 1,000 VPD.

- Running north and south - 3rd Street
- Running east and west - 1st Avenue through 9th Avenue

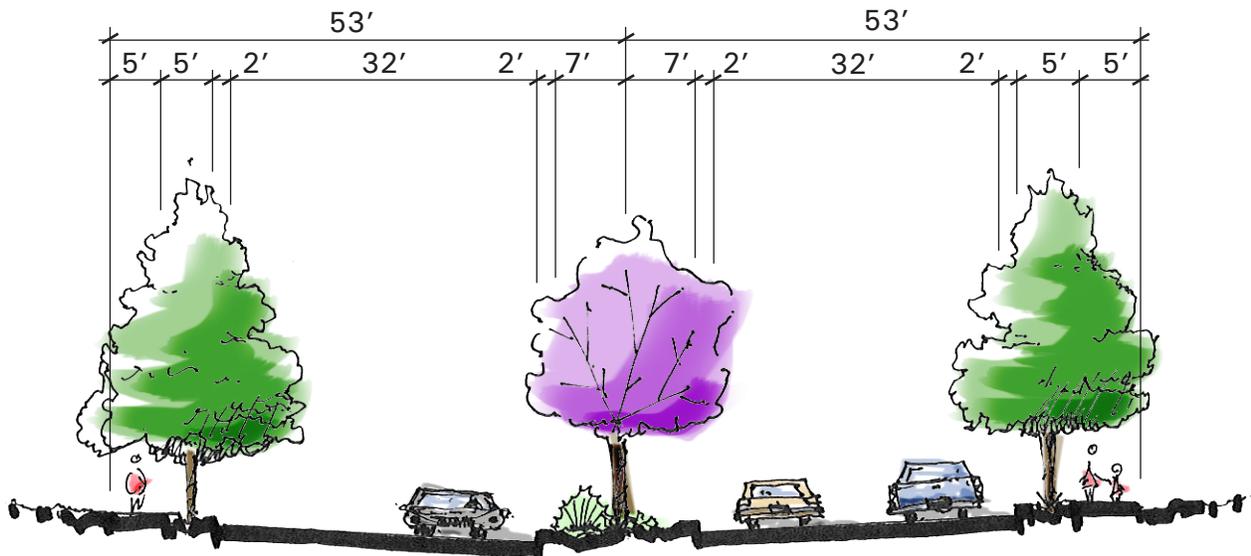


Collector Street 68'

Collector Streets (68 feet wide, 48 feet wide pavement, 3 lanes)

A street which carries traffic from local streets to arterial streets. Accessibility and mobility (speed) are balanced relative to land use with speed limits between 25 to 35 MPH. Residential collectors with driveways are generally kept to 25 MPH, while those with more limited access have a higher posted speed limit. Two through lanes with a center median or center turn-lane would be typical. Volumes can vary from 1,000 to 15,000 VPD.

- Running east and west - Sandia Boulevard



Arterial Street 106''

Arterial Streets (Principal arterials - 156 feet wide; Minor arterials – 106 feet wide, 4 lanes with an 18 foot median)

A street designed and used primarily for serving large volumes of traffic and to provide cross-city travel. Mobility takes precedence over accessibility. Speed limits should be 35 to 45 miles per hour (MPH) with volumes of approximately 7,000 vehicles per day (VPD) per lane. Four lane arterials with a median are common with a capacity of 28,000 vehicles per day. Access is controlled via signalized intersections and raised medians.

- Running east and west - Northern Boulevard a Principal Arterial
- Running north and south - Rainbow Boulevard a Minor Arterial

2.8 Utilities

The development is in an area that has existing service by the City of Rio Rancho Utilities Department. There are two significant developments at various stages surrounding Northern/Rainbow Specific Area Plan. Camino Crossings subdivision to the north has an approved final plat and infrastructure is complete. Cedar Hills subdivision is an established area to the south of the project area. There are two existing single family homes with the project area, as well as several additional homes across Rainbow Boulevard to the east.

Domestic Water

Water will be provided from a 12" water main within Rainbow Boulevard. The 12" water main will be extended from 8th Avenue to Inca Road. All lines internal to the development will have 8" lines with connections to the mains in Rainbow Boulevard. All new homes will have service connections per the City of Rio Rancho standards. See Exhibit 4 for line locations and sizes.

Sanitary Sewer

Sewer service will be provided through the 10" interceptor within 3rd Street. The 10" interceptor will travel to Lift Station #4. The main interceptor is generated from Camino Crossing to the north. It travels down 3rd Street to Sandia Boulevard and then down Hondo Road to Lift Station #4 in Parcel A of Cedar Hills #6.

All other internal roadways within the subdivision will have 8" lines. All new homes will have 4" lateral connections per the City of Rio Rancho standards. See Exhibit 4 for line locations and sizes.

2.9 Conceptual Drainage Plan

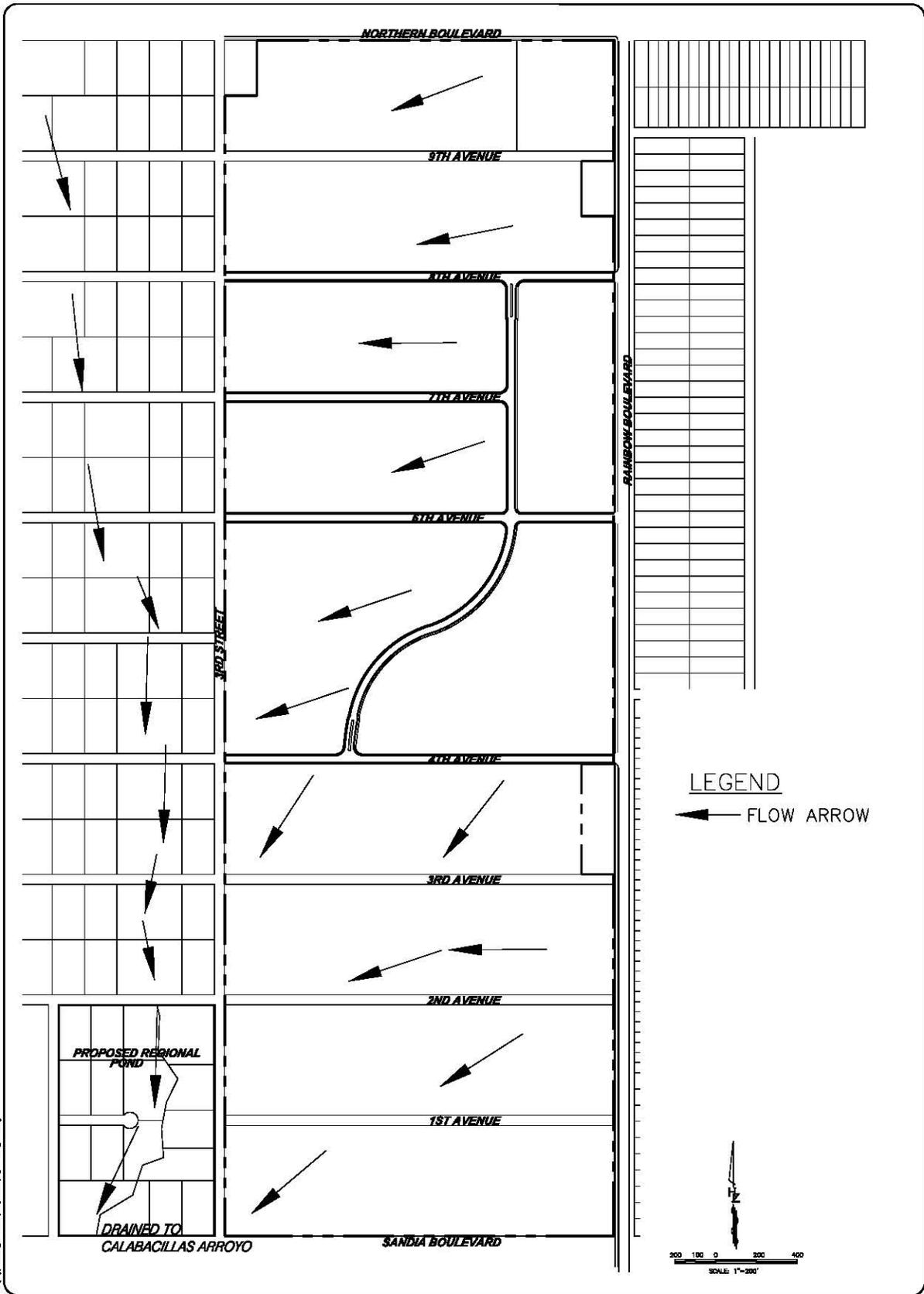
The intent of the conceptual drainage plan for Northern/Rainbow Specific Area Plan is to provide the initial structure for a drainage solution within the watershed. The plan will consider existing conditions within the watershed and adhere to the land treatments laid out in the "Blacks Arroyo Watershed Management Plan" (BAWMP), dated August 2002. There is no specific management plan for the Calabacillas Arroyo. The basin that encompasses the Northern/Rainbow Specific Area Plan includes areas to the north of Northern Boulevard as well as some areas east of Rainbow. The Northern/Rainbow Specific Area Plan will fall within the jurisdiction of the City of Rio Rancho and the Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA).

Flood Zone

Per FEMA FIRM Panel 35043C1888D, dated March 18, 2008, the Northern/Rainbow Specific Area Plan does not fall within a designated flood plain. There is a flood zone directly to the west of 3rd Street. This flood zone will require modification during the future facility plan effect.

Existing Conditions

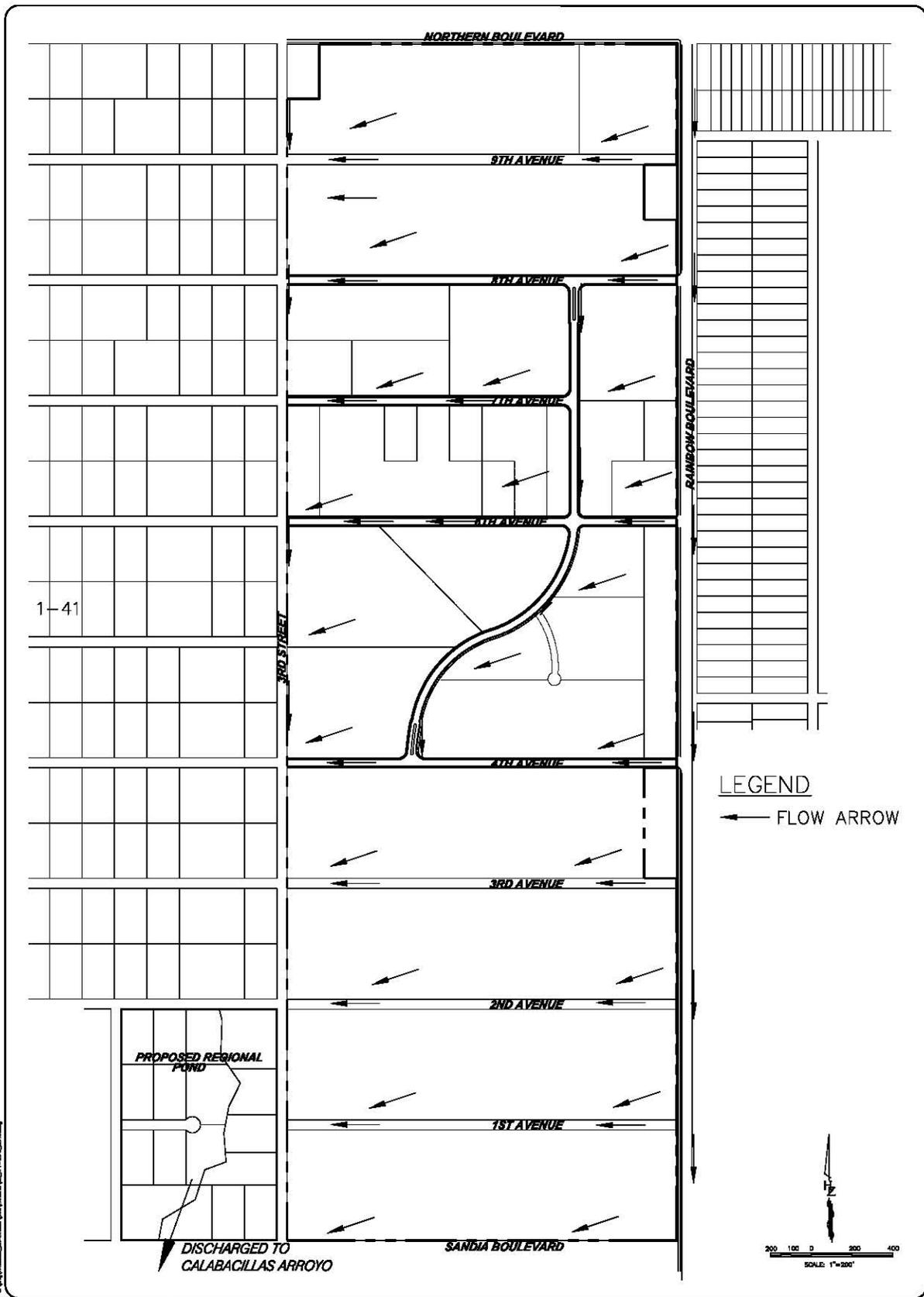
The Northern/Rainbow Specific Area Plan drains from the northeast to the southwest. The terrain is in its natural condition with graded roadways within the existing plated rights-of-way. All storm water collects within a tributary to the Calabacillas Arroyo just west of 3rd Street. Storm water will enter the Calabacillas Arroyo at Sandia Boulevard. Existing platted lots will have land treatments at 100% 'A'. The storm water calculations will be used to establish release rates for any future detention ponds within the area.



Designed For:
AMERICAN HOLDINGS & ASSETS, LLC.

NORTHERN/RAINBOW EXISTING DRAINAGE PATTERNS EXHIBIT 5

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Rio Rancho
 333 Rio Rancho DR. NE, Suite 101
 Rio Rancho, New Mexico 87124
 Phone (505) 892-5141 Fax (505) 892-3259



Designed For:
**AMERICAN HOLDINGS
 & ASSETS, LLC.**

**NORTHERN/RAINBOW
 PROPOSED DRAINAGE PATTERNS
 EXHIBIT 6**

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Rio Rancho
 333 Rio Rancho DR. NE, Suite 101
 Rio Rancho, New Mexico 87124
 Phone (505) 892-5141 Fax (505) 892-3259

Interim Conditions

All individual zones within the specific area plan will become individual tracts with the future bulk land plat. The tracts will be required to pond storm water and release at historic rates until a regional facility plan is created and implemented.

Developed Conditions

The land treatments for out parcels within the Northern/Rainbow Specific Area were determined in the “Blacks Arroyo Watershed Management Plan” and are as follows:

Blacks Arroyo Watershed Management Plan				
PARCEL DESCRIPTION	LAND TREATMENTS			
	A	B	C	D
1/2 Acre	10%	33%	30%	27%
1 Acre	43%	20%	20%	17%

Land treatments for the Northern/Rainbow Specific Area Plan will be determined using the following equation from the City of Albuquerque DPM for a Single Family Residential Subdivision: $7*((N*N) + (5*N))^{0.5}$. Using the equation the %D land treatment will be determined. The remaining will be split between Treatments B and C. The remaining portions of the development will follow the land treatments described in the “Blacks Arroyo Watershed Management Plan” and are as follows:

Blacks Arroyo Watershed Management Plan				
PARCEL DESCRIPTION	LAND TREATMENTS			
	A	B	C	D
Commercial	0%	0%	15%	85%
Multi-Family	0%	15%	15%	70%

The initial drainage plan for the area will involve a regional detention pond within block 65. This detention pond will outlet across Sandia Boulevard and directly into the Calabacillas Arroyo. The detention pond will allow free discharge for the entire basin. A facility plan will need to be developed to master plan the entire basin area and approve the regional facility.

An internal drainage report will be prepared as part of the preliminary plat submittal for residential or commercial developments within the specific area plan. This report will outline specifics pertaining to the storm drain system, inlet locations and penetrations from the development into the regional detention pond. The plat will also outline the responsibilities for the storm drain facilities for SSCAF-CA and the City of Rio Rancho.

3.0 POLICIES, GOALS, and OBJECTIVES

The City of Rio Rancho's Integrated Comprehensive Plan, *Vision 2020*, establishes a principle-based policy document comprised of principles, policies, and action statements for the purpose of directing future growth and development of the City. The Northern-Rainbow Specific Area Plan (NRSAP) is conscious of, adheres to, and helps to implement such policies. The NRSAP provides the policy framework to establish a mixed-use activity center in this portion of the City. This section outlines the relevant principles, policies, actions, and values of the City's *Vision 2020* and *Comprehensive Economic Development Policy*. Under each topic are the goals, objectives, and policies of the Specific Area Plan, showing how this Plan furthers the City's vision.

3.1 Economic Development Principle: Through continued public and private partnerships, seek to develop a community that provides a wide range of businesses and industries that are compatible with the natural environment and consistent with the City's vision of economic diversity.

Economic Development Policies:

Develop the City of Rio Rancho as an independent, self-sustaining community, while maintaining an integral role within the economy of the metropolitan region.

Ensure the long-term financial strength of the community & the community's economy by attracting quality jobs, retail services & diverse employment opportunities.

Provide practical and efficient development services to create an environment conducive to economic development growth.

Ensure that the development of Rio Rancho is supported by a coordinated & planned infrastructure system that accommodates future growth.

ACTIONS:

- *Aggressively pursue public/private partnerships to recruit & expand economic base jobs while maintaining a skilled workforce.*
- *Continue Rio Rancho's success in economic development without sacrificing other community values and resources.*
- *Expand the City's gross receipts tax base by supporting existing and recruiting additional local retail and office uses.*
- *Make Rio Rancho a place where one can live, work, shop, and play without leaving the City.*
- *Provide for the installation of state of the art telecommunications infrastructure through provisions for fiber optic networks to carry video, voice, and data transmissions.*
- *Utilize a Development Team approach in facilitating the expansion of new economic base employment.*
- *Streamline government processes and procedures to promote citywide economic development.*

Comprehensive Economic Development Policy

The City of Rio Rancho's Comprehensive Economic Development Policy exists, "To Define, Encourage, and Guide Sustainable, Long-Term, Economic and Community Development on a City-Wide Basis." It establishes the values, goals, and objectives of the City as they relate to economic development.

The following is a list of the values, goals, and objectives from the Comprehensive Economic Development Policy that the Northern Rainbow Specific Area Plan and Rainbow Business Park adheres to and implements.

Values:

- *We value "balance" which acknowledges a traditional commitment to work, family, and community.*
- *We value a strong, vibrant, and diverse local and regional economy which provides jobs and opportunities for growth in investment and income.*
- *We value the creation and maintenance of a distinct, positive community identity reflected in the "sense of place" generated through the architectural and land-use planning approaches to the "built environment."*
- *We value comprehensive, well-planned transportation networks and transit opportunities which assure the adequate, safe, and efficient movement of children, workers, students, shoppers, tourists, seniors, and the disabled to and from needed and desired points of interest or access- affordably and without undue congestion, inconvenience, or time delays.*
- *We value well-planned networks of public and utility infrastructure which maximize access, physical aesthetics, and provision of service; while discouraging duplication; minimizing marginal cost of expansion; and limiting sprawl.*
- *We value stewardship of and a respect for the natural environment.*
- *We value a local economic climate in which the cost of housing, as well as the overall cost of living, remains affordable and regionally competitive.*
- *We value respect for our arid environment through well-planned water conservation strategies which balance effective usage against economic and social need.*

Goals and Objectives:

- *A respectful workplace where the intrinsic value of the employee and his/her status as citizen, family member, and community participant is acknowledged and supported.*
- *The creation and/or retention of full and part-time, stable and permanent jobs, paying competitive wages and benefits, and made available, with preference, to Rio Rancho residents.*
- *An identified adequate equity investment into land, buildings, technology, and equipment in order to show both a commitment to the endeavor and to better ensure financial sustainability.*
- *A track record of, or a commitment to overall environmental stewardship and concern as reflected in manufacturing processes, research practices, purchasing and inventory control*

practices, waste generation and disposal, landscaping, and land and water usage.

- A track record of, or commitment to the design, construction, and maintenance of buildings, signage, landscaping, parking and lighting, which are not just functional, but also add positively to the architectural and aesthetic context in which they exist; coexist harmoniously with their surroundings; and contribute to the general “sense of place” of the community.*
- A track record of, or commitment to, pervasive career-long employee training, with emphasis on total quality, service, and responsiveness to the customer.*
- A secure and safe workplace where employees, customers, suppliers, and service providers, are protected from violence, injury, unwanted solicitation, harassment, and intimidation; and where their vehicles and belongings are safeguarded against theft, damage, and vandalism.*
- A willingness to develop and maintain buildings and facilities whose design and ongoing functioning safely and effectively contribute to, or facilitate public and private transportation, without contributing to undue congestion, inconvenience, or premature infrastructure degradation.*
- An identified business model or strategic plan which is designed to, among other goals, offer regionally-competitive, high-quality housing opportunities, across a mix of model offerings and price points, developed as in-fill in areas already served by, or easily reached by city water, sanitary sewer, and transportation infrastructure.*
- The installation of, contribution to, or facilitation of, a state-of-the-art telecommunication infrastructure providing or allowing for high-speed, wireless, broadband.*

The Northern/Rainbow Specific Area Plan is supported by the proposed Rainbow Business Park. One of the main goals of this plan is to establish an area for economic development that is in accord with City plans and policies. This Specific Area Plan was created through coordinated efforts between the City of Rio Rancho, the Economic Development Corporation, and property owners. Businesses locating within the Plan Area are required to adhere to the above mentioned values, goals, and objectives. Following these will help assure that future developments match and exceed the caliber of businesses desired by Rio Rancho.

Economic Development Goals and Objectives of the Specific Area Plan

Goal 1: Promote economic development opportunities in a variety of areas throughout the City of Rio Rancho, thereby allowing people to live near where they work.

Goal 2: Provide options for businesses and employees within the Northern-Rainbow Specific Area Plan since there aren't job opportunities in this portion of the City.

Goal 3: Promote an employment center in the Northern-Rainbow Specific Area Plan since there is existing infrastructure.

Goal 4: Pursue public/private partnerships that will strengthen the City's economic situation.

Objective 1: Proactively work with the Rio Rancho Economic Development Corporation to attract high quality businesses to locate in the Northern-Rainbow Specific Area Plan.

Objective 2: Plan for the future development of infrastructure to serve the Northern-Rainbow Spe-

cific Area Plan, and make this a priority in the City's ICIP.

3.2 Land Use Principle: *The City of Rio Rancho shall develop as an independent, self-sustaining community, which has an integral role in the Albuquerque metropolitan region. Encouraging the development of a variety of distinctive neighborhoods offering a maximum choice of housing, employment, and open space is recognized as a City priority. Growth nodes are designated to distinguish preferred areas of development.*

Fiscal Land Use Policy: *The City of Rio Rancho supports land use and fiscal policies that promote development consistent with the City's comprehensive plan and is based on sound land use and infrastructure development.*

Activity Center Land Use Policy: *The City shall develop general land use criteria for Activity Centers (Activity Centers are defined as those employment centers and mixed use areas within Growth Nodes that provide for day, evening, weekday and weekend multi-use activities).*

General Land Use Policy: *Promote development of high-density, mixed use 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.*

ACTIONS:

- *When mixing land uses, incorporate usable public space into project designs. The need would be determined by the size and type of the various activity centers.*
- *There may be areas within certain nodes where it is desirable to locate residential uses giving distinction to the area and offering unique housing opportunities within the City.*
- *Complement retail uses within a node with personal service shops, office, and residential.*
- *Consider integration of mixed uses into a single structure with retail on the lower level, office and residential on the upper levels.*

Land Use Goals, Objectives, and Policies of the Specific Area Plan

Goal 1: Establish an Employment Center, which will provide for economic growth and employment opportunities.

Goal 2: Promote a variety of housing choices including low- and medium-density single family residential uses and high-density multi-family residential uses.

Goal 3: Encourage mixed uses – retail, office, industrial, and residential uses.

Goal 4: Discourage strip commercial development and single use development oriented exclusively around automobile access, through the use of mixed use zoning along the Northern Boulevard corridor.

Goal 5: Develop land for industrial use to fulfill the market's demand, thus providing workable options for businesses looking to locate in Rio Rancho.

Objective 1: Develop land use categories which allow for choice of a variety of zoning districts.

Objective 2: Mitigate impacts on surrounding uses through design standards. Buffers between industrial and residential uses are mandatory.

Policy 1: Property owners will initiate zoning changes to implement the Northern-Rainbow Specific Area Plan.

Policy 2: Building permits and rezoning cases within the Plan area (approved by the Governing Body and/or Development Services Department) are subject to design criteria provided in Section 6.0 of this document.

3.3 Housing Principle: Encourage the development of a variety of high quality housing types, densities, and locations in order to provide a range of housing choices to meet the needs of present and future Rio Rancho residents.

Housing Policies:

Encourage the creation and maintenance of quality residential and neighborhood environments while ensuring the availability of necessary service and quality of life amenities.

Ensure that residential areas are appropriately sited and protected from incompatible land uses.

ACTIONS:

- *Promote housing construction within expansion and infill development areas in proximity to utilities, services, and amenities.*
- *Encourage a variety of housing types and densities in the City, including high-density multi-family housing adjacent to activity centers in growth nodes or housing combined with compatible mixed uses in master planned developments.*

Housing Goals and Objectives of the Specific Area Plan

Goal 1: Provide a range of housing choices within the Northern-Rainbow Specific Area Plan to meet the needs of present and future Rio Rancho citizens.

Goal 2: Develop different densities of high quality housing around the Northern-Rainbow Specific Area Plan, thus promoting pedestrian activity, alternative transportation, and self-sustainability.

Objective 1: Zone areas of land for different housing densities in the Northern-Rainbow Specific Area Plan.

Objective 2: Develop the planned multi-use trails along Northern and Rainbow Boulevards.

**3.4 Additional Specific Area Plan Goals, Objectives, and Policies
Transportation**

Goal: Assure safe and convenient multi-modal access to well-connected residential neighborhoods, businesses, offices, and other facilities in the Northern-Rainbow Specific Area Plan.

Objective: Improvements in connectivity to all Northern-Rainbow Specific Area 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 for the Northern-Rainbow Specific Area Plan.

Urban Design

Goal 1: Develop high quality buildings that harmonize with the natural and built environments of the Northern-Rainbow Specific Area Plan.

Goal 2: Create an Activity Center within walking distance of residences, balancing retail, office, industrial, single-family and multi-family uses within the Northern-Rainbow Specific Area Plan.

Objective 1: Develop streetscape and parking standards for new development in the Northern-Rainbow Specific Area Plan, 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 the Northern-Rainbow Specific Area Plan.

Utilities

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

Objective: Coordinate water and sewer utility infrastructure among various master plan and subdivision developments as approved within the Northern-Rainbow Specific Area Plan.

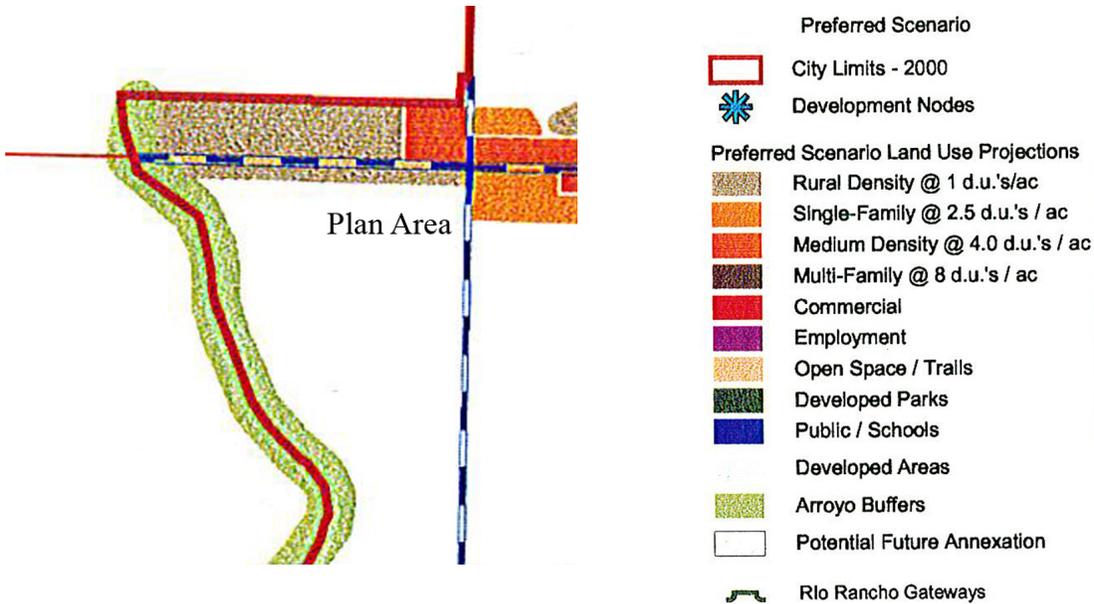
Policy: No building permits will be issued for development in the Northern-Rainbow Specific Area Plan by the Development Services department if the City cannot provide community water and sewer to the property.

Community Facilities

Goal: Create open space, parkland, trails and other recreation amenities to serve the Northern-Rainbow Specific Area Plan.

Objective: Provide community services to the Northern-Rainbow Specific Area Plan, concurrent with development and population growth.

4.0 PROPOSED LAND USE



The images above display the Preferred Land Use Scenario for the Plan Area, as shown in the Comprehensive Plan. Rural density in a portion of the area was the only use foreseen when the Comprehensive Plan was drafted.

4.2 Land Use Categories

The Northern-Rainbow 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 appropriate within these sectors. The total population increase at full build out is estimated as 3, 527 people. The eight land use categories identified in this plan included the following:

- Employment Center
- Low/Medium Density Residential
- Medium Density Residential
- Med./High Density Residential
- Office/Mixed Use
- Commercial
- Park

4.2.1 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. Access, parking, and unloading areas for trucks are routinely provided.

Area: 96 acres

Allowable uses in the following zoning districts:

- M-1 Light Manufacturing District
Min. Lot Size: 21,780 SF, Max. Height: 40 feet, Setback: 25 feet

- C-2 Wholesale and Warehousing District
Min. Lot Size: 10,890 SF, Max. Height: 32 feet, Setback: 35 feet

- C-1 Retail Commercial
Min. Lot Size: 21,780 SF, Max. Height: 32 feet, Setback: 35 feet

4.2.1.1 Proposed Employment Center: Rainbow Business Park

The Rainbow Business Park will anchor the Northern-Rainbow Specific Area Plan and will serve as an Employment Center for western Rio Rancho. The business park will be developed in the 96 acres between 4th Avenue and 8th Avenue, and between Rainbow Boulevard and 3rd Street. The development of this Employment Center is vital to the City of Rio Rancho. The City is in need of additional industrial space, employment opportunities, and an area to provide options for businesses interested in locating to Rio Rancho. Developing this Employment Center within the Northern-Rainbow Specific Area Plan will help balance the City as it continues to grow and prosper. The proposed Employment Center will implement many of the principles, policies, and actions set forth in Vision 2020. Private covenants that run with the land will be drafted by the property owner to ensure the implementation of the proposed design standards and to restrict undesirable uses.

The Rainbow Business Park will be governed by the rules and procedures of an Architectural Control Committee (ACC). The ACC will be established by the developer to be responsible for the enforcement of specific design standards as detailed in Section 7: Design Standards.

4.2.2 Low/Medium Density Residential

Purpose: To provide low density single family residential uses and associated community uses, e.g. schools, parks, and churches, vital to a complete neighborhood. The prime area for this use is the southern portion of the Northern-Rainbow Specific Area Plan, south of 2nd Avenue.

Area: 42 acres

Allowable Use in the following districts:

- R-2 Single Family Residential District
Min. Lot Size: 5,000 SF, Density: 6 DU/A

Community uses are allowed with a conditional use permit:

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

4.2.3 Medium Density Residential

Purpose: To set aside an area for medium density single family residential uses and associated community uses, e.g. schools, parks, and churches, integral to a complete neighborhood.

Area: 36 acres

Allowable Uses in the following zoning districts:

- R-4 Single Family Residential District
Min. Lot Size: 4,000 SF, Density: 7 DU/A

Community uses are allowed with a conditional use permit:

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

The City will not initiate the rezoning of properties in these areas. Property owners will need to request a zone map amendment from the City for the zoning district of their choice. Property owners are encouraged to consolidate lots and replat to meet current development standards.

4.2.4 Medium/High Density Residential

Purpose: To provide an area of land for medium to high density residential uses and associated community uses, e.g. schools, parks, and churches.

Area: 36 acres

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: 12 DU/A

Community uses are allowed with a conditional use permit:

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

The City will not initiate the rezoning of properties in these areas. Property owners will need request a zone map amendment from the City for the zoning district of their choice. Property owners are encouraged to consolidate lots and replat to meet current development standards.

4.2.5 Office/Mixed Use

Purpose: To provide an area for an integrated blend of commercial, office, and residential uses that will serve the Northern-Rainbow Specific Area Plan and enhance the Northern Boulevard corridor.

Area: 18 acres

Allowable uses in the following zoning districts:

- C-1 Retail Commercial; Min. Lot Size: 21,780 SF, Max. Height: 32 feet, Setback: 35 feet
- O-2 Office; Min. Lot Size 21,780 SF, Max Height: 32 feet
- MU-A Mixed Use Activity Center District: 10 – 20 acres, Max. footprint: 6,000 SF, Max Height: 26 feet. Master Plan approval by the Governing Body.

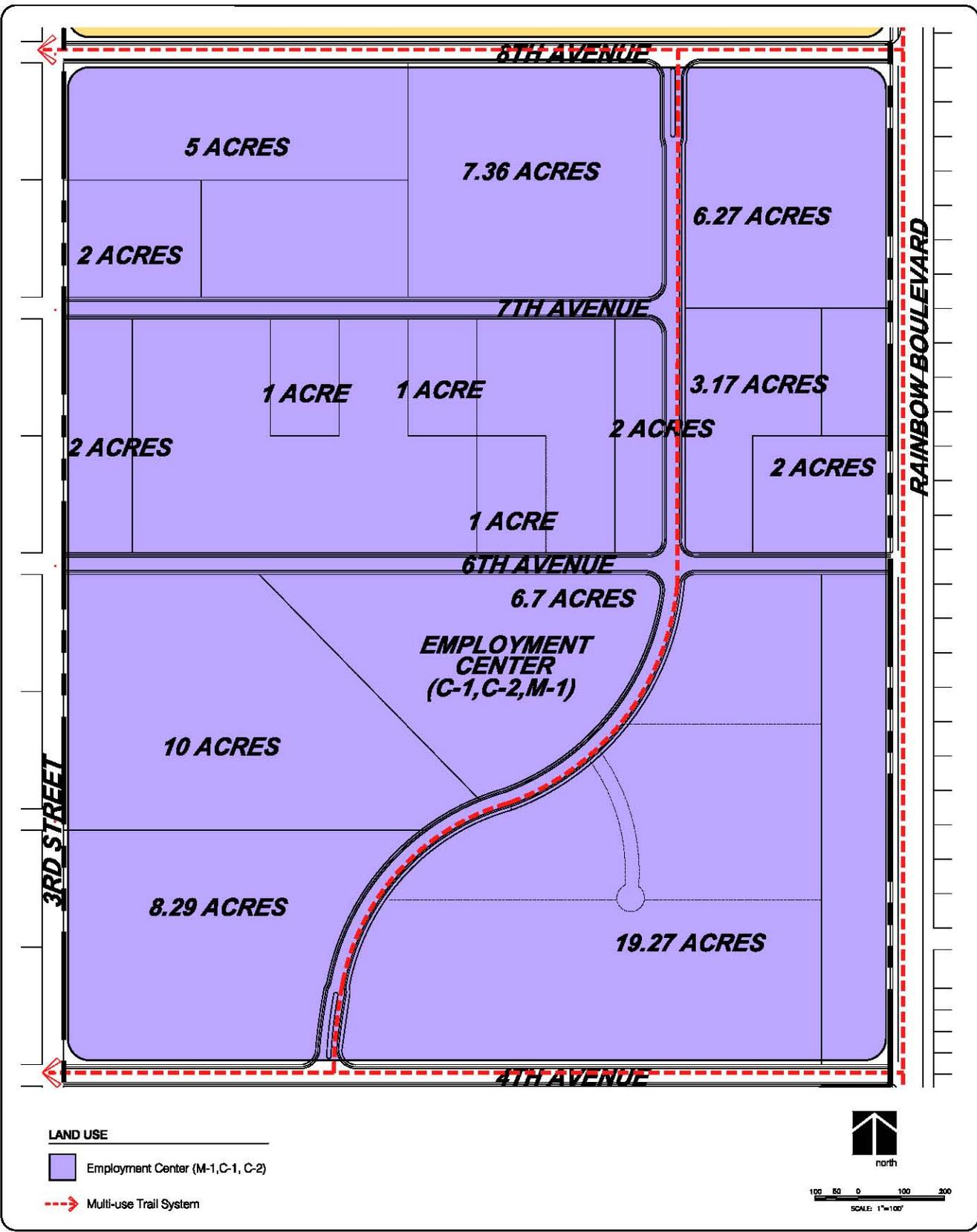
4.2.6 Commercial

Purpose: To provide an area for commercial uses that will serve the Northern-Rainbow Specific Area Plan and the surrounding neighborhoods.

Area: 6 acres

Allowable uses in the following zoning districts:

- C-1 Retail Commercial
Min. Lot Size: 21,780 SF, Max. Height: 32 feet



Designed For:
**AMERICAN HOLDINGS
 & ASSETS, LLC.**

**NORTHERN/RAINBOW
 PROPOSED LAND USE
 EXHIBIT 8**

Designed By:

 Consensus Planning, Inc.
 302 Eighth Street NW
 Albuquerque, NM 87102
 Phone (505) 764-8801
 Fax (505) 842-5495

4.2.7 Park

Purpose: To provide an area within the Northern-Rainbow Specific Area that satisfies the visual and psychological needs of the community for light and air, and permits beneficial recreational uses that alter the natural characteristics of the land. The amount of park land needed may increase depending upon the build-out population.

Area: 6 acres

Allowable uses in the following zoning districts:

- PR Parks and Recreation District

Table 5: Proposed Land Use and Zoning

Land Use	Allowable Zones	Acreage	% Total	Density	*Build-out Population
Employment Center	M-1, C-1, & C-2	96	40%		
Low/Med. Density Residential	R-2	42	17.5%	6 DU/A	713
Med. Density Residential	R-4	36	15%	7 DU/A	713
Med./High Density Residential	R-3	36	15%	12 DU/A	1223
Office/Mixed Use	C-1, O-2, & MU/A	18	7.5%		
Commercial	C-1	6	2.5%		
Park	PR	6	2.5%		
TOTAL		240	100%		2,649 people

* Estimate: 2.83 people per household

5.0 ACCESS MANAGEMENT STANDARDS

5.1 Access

Access along Northern Boulevard and Rainbow Boulevard, both Principal Arterials, is limited. NMDOT State Access Management Manual states that there should be full access each 1/4 mile. Since the streets in the City of Rio Rancho are currently platted roads, full access would be permitted on every other street, and partial access on streets in between. A full access, lighted, intersection would be allowed at 5th Avenue; however, since the entrance into the proposed business park is at 6th Avenue, it makes sense that the lighted full access would be located at 6th Avenue. Please refer to the State Access Management Manual, Table 18.C-1, on the next page. For areas with antiquated platting, please refer to the City's Corridor Overlay Zone Access Policy Section 154.42 (D) (2) (see below).

(D) (2) Access Standards

- a) Property located within the Corridor Overlay Zone shall comply with any Access Management Plan that has been adopted for the properties within the Corridor Overlay Zone.
- b) Access shall be shared between adjacent lots in the manner shown on the adopted Access Management Plan. When access to a property is not yet available using an access point identified in the adopted Access Management Plan temporary alternate access may be permitted by the Director of the Development Services Department or his designee but only until such time that access becomes available from an access point identified in the adopted Access Management Plan.
- c) Before a building permit is issued or before any zone map amendment is approved for a property located within the Corridor Overlay Zone the applicant shall demonstrate how future development of the property will comply with the adopted Access Management Plan standards by
 - 1) Replatting multiple narrow lots into a single piece of property
 - 2) Providing reciprocal agreements between adjoining property owners for cross access easements and or
 - 3) Providing shared access driveways at locations designated by the adopted Access Management Plan

Table 18.C-1 Access Spacing Standards for Intersections and Driveways (centerline to centerline spacing in feet)						
Access Category	Posted Speed (mph)	Intersection Spacing (feet) ¹		Driveway Spacing (feet) ²		
		Signalized	Unsignalized ³	Non-Traversable Median		Traversable Median ⁴
				Full Access	Partial Access	
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	≤ 30 mph	2,640	1,320	1,320	200	200
	35 to 40 mph	2,640	1,320	1,320	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	1,320	1,320	625	625
UMA	≤ 30 mph	1,760	660	660	175	175
	35 to 40 mph	1,760	660	660	275	275
	45 to 50 mph	2,640	660	660	400	400
	≥ 55 mph	5,280	1,320	1,320	600	600
UCOL	≤ 30 mph	1,100	330	330	150	150
	35 to 40 mph	1,320	330	330	225	225
	45 to 55 mph	1,760	660	660	350	350
RPA	≤ 30 mph	2,640	1,320	1,320	225	225
	35 to 40 mph	2,640	1,320	1,320	350	350
	45 to 50 mph	5,280	2,640	2,640	500	500
	≥ 55 mph	5,280	2,640	2,640	775	775
RMA	≤ 30 mph	1,760	660	660	200	200
	35 to 40 mph	2,640	660	660	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	2,640	2,640	725	725
RCOL	≤ 30 mph	1,320	330	330	200	200
	35 to 40 mph	1,760	660	660	300	300
	45 to 50 mph	2,640	1,320	1,320	425	425
	≥ 55 mph	2,640	1,320	1,320	550	550

- Notes: 1. Intersection - Public street or other access serving a large area or a major traffic generator(s) where full access is typically provided.
2. Driveway - Public or private access serving a limited area where traffic signal control is not required.
3. In urban areas, spacing should be consistent with the established street spacing along the state highway facility.
4. Includes highways with no median or a painted median. The type of access, full or partial, is determined at the discretion of the Department. See Sub-Sections 7.AO and 7.BP.

6.0 PROPOSED DESIGN STANDARDS

The Northern Rainbow Specific Area Plan recognizes the importance of promoting a sense of cohesiveness within the entire community. The purpose of these design standards is to provide a flexible framework for community design that encourages innovative and creative solutions, rather than setting a rigid set of requirements. The standards will help implement the Urban Design provisions of the City of Rio Rancho's Integrated Comprehensive Plan, *Vision 2020*.

The desired character for this mixed use community is expressed by these standards. Under each design element there is a list of general standards that apply to all land uses, and certain standards that apply specifically to single-family residential, multi-family residential, or non-residential uses. Within the non-residential uses there are standards that apply to all non-residential uses (commercial, office, and industrial), and there are specific standards which only apply to a certain type of non-residential use. These standards are a generalized guide for end users that will develop within the Northern Rainbow Specific Area.

This section identifies design standards for all development within the Plan area that include signage, architecture, landscape, streetscape, and lighting. Together, these elements of the built environment will create the visual character desired for the Northern Rainbow Specific Area.

6.1 GENERAL STANDARDS

The subsequent list of general design standards apply to all projects, regardless of their use, within the Northern-Rainbow Specific Area Plan.

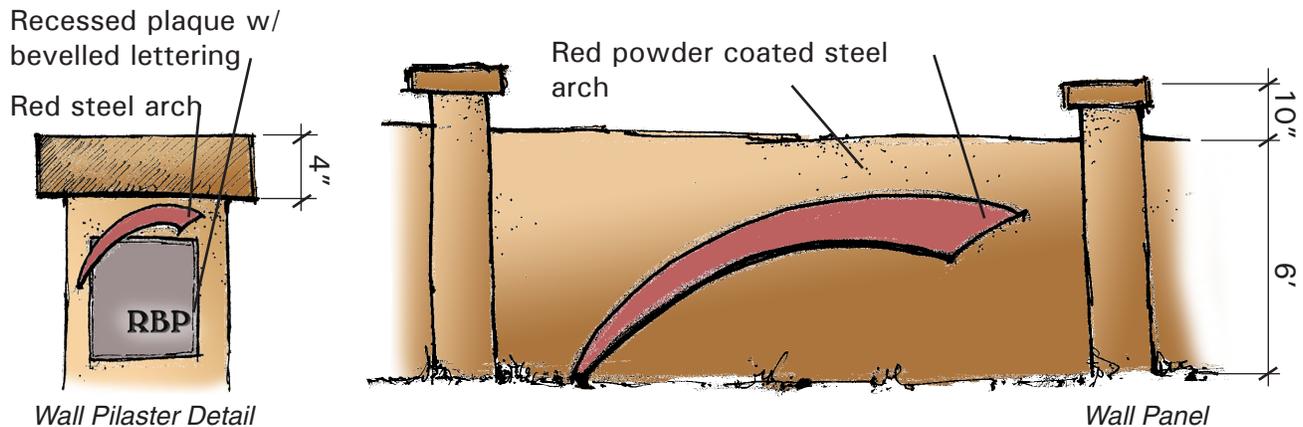
6.1.1 Architecture and Site Design

The architectural and site design standards are intended to demonstrate a high quality aesthetic character and functionality throughout the property for residential, commercial, and employment center development. While all buildings will reflect these standards, it is not the intent of these designs to prohibit a certain amount of individual expression and creativity.

1. Stucco shall be the primary building material. Stone, tile, metal, or brick accents are allowed.
2. Stucco colors shall be limited to shades of brown, tan, sage green, and sand. Bright colors as the dominant exterior color are prohibited.
3. The use of accent colors in entry portals, front door, window frames and trim, and other incidental elements is encouraged.
4. Antennae, if used, shall be installed so as to minimize its visibility from any public street or adjacent lot.
5. Materials prohibited as the main architectural feature include the following:
 - Exposed, untreated precision block or wood walls
 - Highly reflective surfaces
 - Chain link fence or barbed wire
 - Metal paneling
 - Materials with high maintenance requirements
6. Primary - exterior colors shall be earth tones, ochres, browns, and dull reds.
7. Accent - a variety of colors may be used to accent architectural features such as entries, win-

dow trim, fascias, and other traditional southwestern architectural features. Colors allowed are earth tones, white, green, red, blue, and brown ranges.

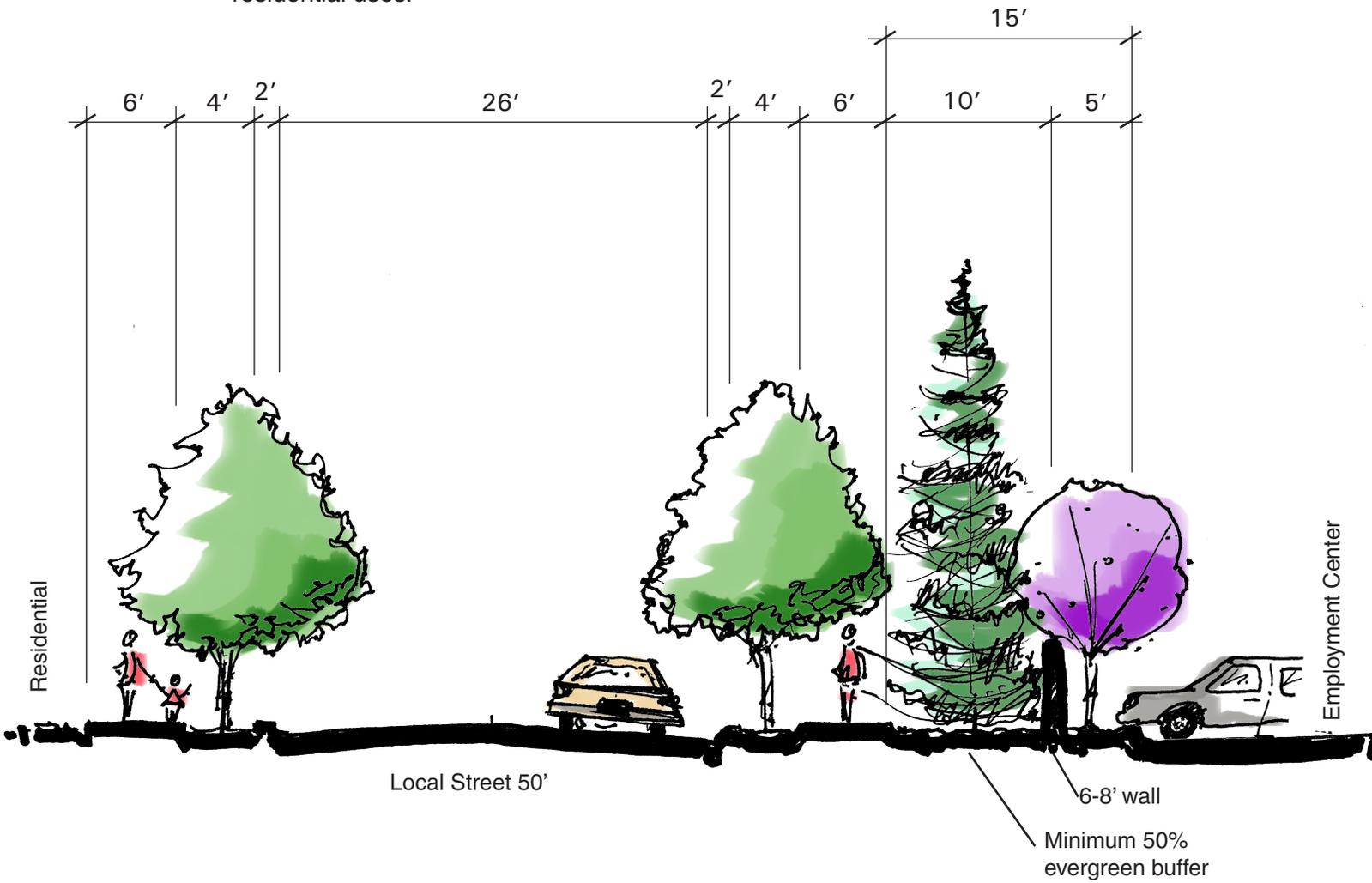
8. Safe, convenient, and pleasant pedestrian circulation may be accomplished with sidewalks, bike paths, special pavings, and shade.
9. All perimeter block walls facing public rights-of-way shall include a continuous 4 inch cap. Unfinished gray block walls, barbed wire, chain link, concertina wire, and wood or plastic/vinyl fencing are prohibited. All wall surfaces shall be finished with stucco, colored split face block, or colored burnished block.

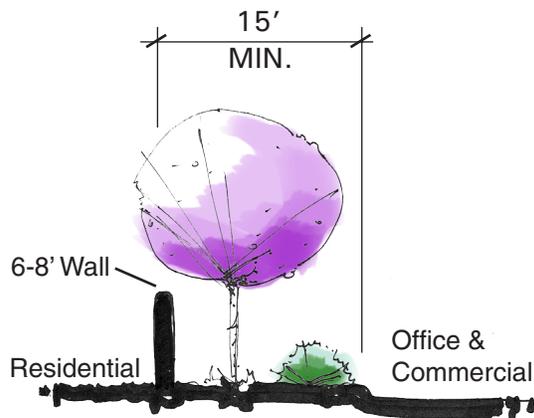


6.1.2 Landscape/Streetscape

1. Landscape plans shall comply with the City's Water Conservation Ordinance and Zoning Code.
2. Turf shall not be used within the street R.O.W. or within the landscape area between the curb and sidewalk. There shall not be any non-recreational use turf areas greater than 100 square feet.
3. A fully automated irrigation system, that passes a water audit, shall be provided for all landscaped areas. The system shall be designed to avoid over spraying walks, buildings, fences, etc.
4. Undeveloped areas held in reserve for future building or pavement should be stabilized with an acceptable polymer based agent or seeded with a mixture of native grasses/wildflowers.
5. Street trees shall be planted within 10 feet of the back of curb. One shade tree should be planted every 33 feet.
6. All planting areas not covered with turf shall have a ground topping of river rock, shredded bark, gravel mulch, or similar material which extends completely under the plant material.
7. Appropriate landscape headers shall be used to separate any turf and groundcover areas.
8. An automatic underground irrigation system shall be provided to support all required landscaping. Irrigation components should be checked periodically to ensure maximum efficiency.
 - Irrigation systems- Separate meter with backflow preventers; permitted and inspected

9. Minimum plant sizes at time of installation shall be as follows:
 - Trees 3 inch caliper, or 10 to 12 feet in height. The lowest branch of any tree along trails, sidewalks, and rights-of-way must have a clearance of 7 ft.
 - Shrubs & Groundcovers 1 gallon. These must be maintained to not encroach beyond the buffer area between wall and curb.
 - Turf grasses shall complete ground coverage within 1 growing season after installation.
10. All property owners in commercial areas must maintain landscaping to the curb.
11. Perimeter walls should be broken up every 10 feet with plants by indenting, off-set, serpentine shape.
12. There shall be 15 feet of landscape buffer within the setback along the property line adjacent to the existing single family homes that have been excluded from the Plan area. The landscape shall include trees at 30 feet on center with a minimum of 50% evergreen trees. A 6-8 foot high, solid perimeter wall shall be constructed where non-residential uses are adjacent to residential uses.





6.1.3 Lighting

1. Light fixtures and standards shall conform to local safety illumination standards and existing City regulations, which require street lights at all intersections, cul-de-sacs, and curves in the roadway.
2. Site lighting shall be shielded and oriented so as to eliminate glare or light trespass onto adjacent roadways and properties. All lighting shall be in compliance with the State of New Mexico Night Sky Act.
3. Lighting layout shall be coordinated with proposed landscaping and trees to maximize light distribution and avoid conflicts.
4. Bollard lights, if used, shall be metal halide and fitted with louvers, diffusers, or shields as necessary to eliminate glare on adjacent roadways and properties.
5. Individual site lighting standards shall blend with the architectural character of the buildings and other site fixtures.
6. Accent lighting is permitted; however, surface lighting is limited to an average of 2 foot-candles measured 4 feet from the surface level of any point on the building surface being lighted.
7. Average light level shall be limited to 2 foot-candles with maximum levels limited to 16 foot-candles as measured from 4 feet above the surface level of any point on the site.

6.2 SPECIFIC STANDARDS

The following specific design standards are arranged by land use intensity. These standards cover the design requirements that aren't address by neither the general standards nor the City Zoning Ordinance for each district.

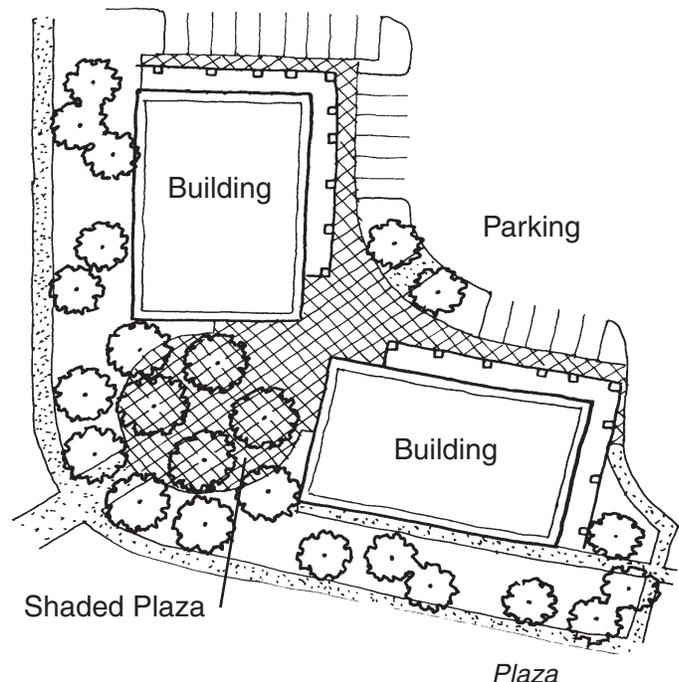
6.2.1 Single Family Residential (R-2, R-4)

1. The front yard setback shall be a minimum of 25 feet for the garage and the living or heated portion of the house shall have a front yard setback of 20 feet in order to avoid creating a "garagescape" effect.
2. Single family units are prohibited from fronting a collector or major local street.

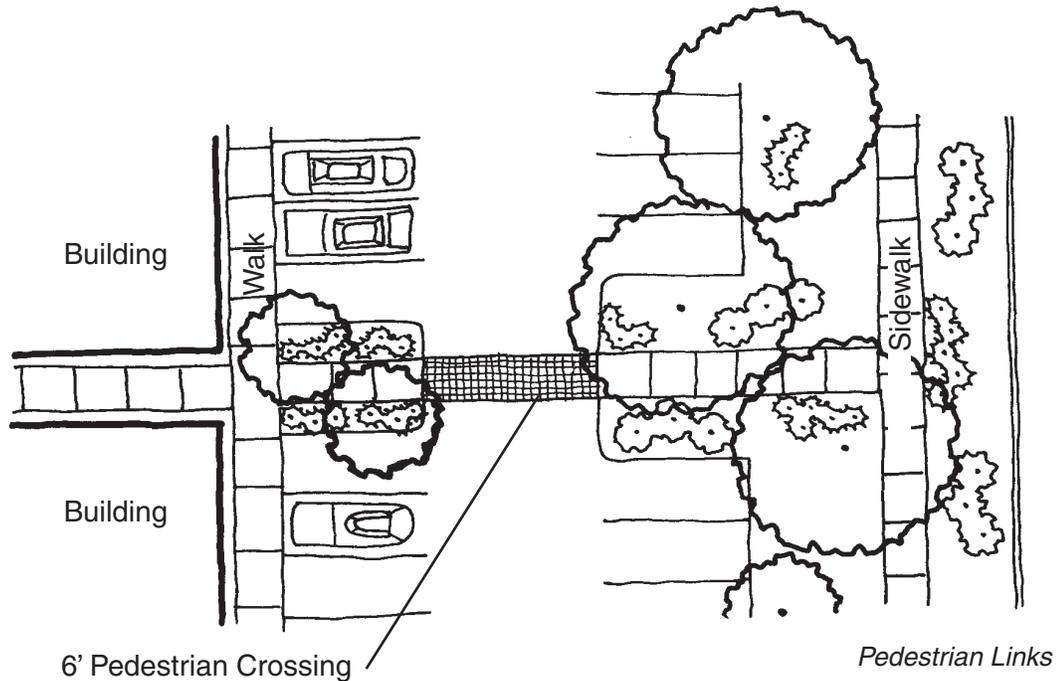
3. Lots that face streets at the front and rear shall be limited to one driveway at the front facing street. A solid wall shall be provided at the rear yard of the property to ensure limited access.
4. Sidewalks with a minimum width of 5 feet must be provided on both sides of every street. Separate pedestrian connections shall be provided to the perimeter streets where convenient street access is not available.
5. Freestanding neighborhood entry signage shall be monument style. If placed within a median, the maximum height shall not exceed 4 feet. If placed within a landscape setback at the neighborhood entry, the maximum height shall not exceed 5 feet for a single family development. Neighborhood entry signage may be wall-mounted as an alternative to freestanding. All neighborhood entries shall include the specific subdivision name.
6. The maximum area of the second story of a single-family house, including heated spaces and covered porches, shall be no more than 75% of the area of the first floor, including heated spaces, covered porches, and garage. In situations where the top of roof (or parapet wall) associated with a first-floor room exceeds 18 feet from finished floor. Such area shall be considered as part of the second-story for determining the 75% ratio.
7. Front porches, entryways, and/or portals, if used, shall have a minimum 6 foot depth.
8. Garages that front the street shall be constructed with a “shadow box” containing a minimum depth of 8 inches.

6.2.2 Multi-Family Residential (R-3)

1. The design of vehicular circulation and parking areas within multi-family developments shall provide for safe and convenient movement of vehicles, limit vehicular/pedestrian conflicts, limit paved areas, and soften their visual impact. Parking areas shall be sufficient to serve the complex without utilizing adjacent streets.
2. In multi-family developments, parking areas shall be screened from public streets by landscape, screen walls, berms, or a combination of those materials. Such screening shall be 2 1/2 to 3 feet in height.
3. All buildings within the R-3 zone shall have a maximum height of 32 feet.
4. The second story portion of a two story townhome within the R-3 zone shall be setback from the first floor exterior walls a minimum of 5 feet to eliminate the appearance of two story walls (*see previous section addressing single family units within the R-3 zone*).



- Sidewalks with a minimum width of 5 feet must be provided on both sides of every street. Separate pedestrian connections shall be provided to the perimeter streets where convenient street access is not available.



- Freestanding neighborhood entry signage shall be monument style. If placed within a median, the maximum height shall not exceed 4 feet. If placed within a landscape setback at the neighborhood entry, the maximum height shall not exceed 5 feet for a single family development and 6 feet for multi-family development. Neighborhood entry signage may be wall-mounted as an alternative to freestanding. All neighborhood entries shall include the specific project name.
- Bicycle parking shall be provided in multi-family developments in a manner that provides convenient access to their use by each building.
- Bicycle storage racks that are conveniently located near building entrances or conveniently located for employee use shall be provided. The minimum number of bicycle racks shall be determined by the number of parking spaces provided, consistent with the City Zoning Code.
- Mechanical units shall be entirely concealed from public view by the use of parapets or equivalent.
- Easements shall be provided, in addition to the dedicated right-of-way, to provide flexibility for entry signage, landscaping, trail/sidewalk development, pedestrian amenities, and opportunities for screening and water harvesting.
- A minimum of 15 percent of the site area for commercial, office, industrial and multifamily projects (minus the building square footage) shall be devoted to landscape materials.
- Landscaped areas shall be a minimum of 36 square feet and a minimum width of 6 feet. Living, vegetative materials shall cover a minimum of 75 percent of the landscaped areas. The area and percentage is calculated based on the mature canopy size of all plant materials.

13. To shade and mitigate the negative visual impact of large expanses of pavement, interior parking areas shall have one tree for each 10 parking spaces with no space being more than 100 feet from a tree.
14. 75 percent of the required parking area trees shall be deciduous and have a mature height and canopy of at least 25 feet.
15. The height of street lighting and parking area lights shall be kept to a minimum necessary to meet safety requirements.

6.2.3 Non-Residential (C-1, C-2, M-1, O-2, MU/A)

1. Front setbacks for the commercial (C-1) and Office (O-2) site shall be 35 feet, except where the parcel is adjacent to residential property the minimum front, rear, or side building, parking, or service drive setback adjacent to the residential property shall be equal to those in the residential zone.
2. Front setbacks for the industrial site shall be 25 feet, except where the parcel is adjacent to



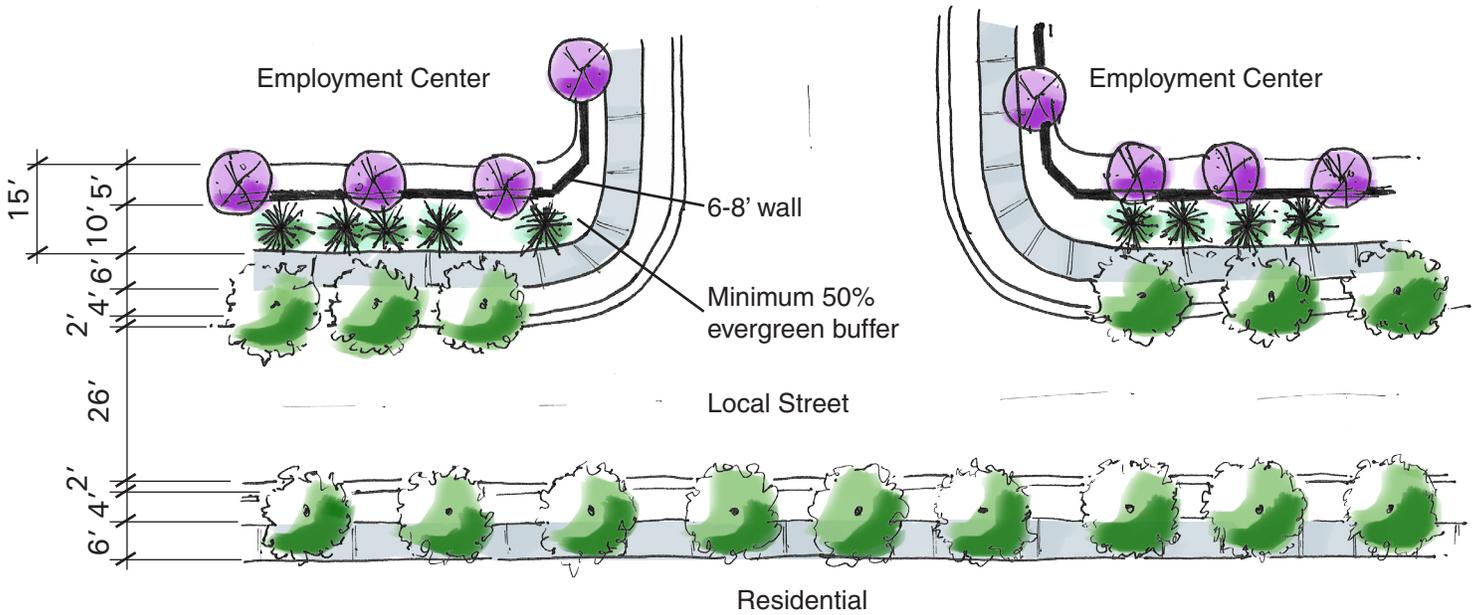
residential property the minimum front, rear, or side building, parking, or service drive setback adjacent to the residential property shall be equal to those in the residential zone.

3. Building elements such as windows, displays, and entries shall be oriented both externally to the streetscape and internally towards public areas.
4. Open courtyard designs shall be employed in order to form transitions between parking areas and building facades on commercial parcels. Building access and entries must be easily accessible from the surrounding buildings and should be visible from the street through open passages.
5. Buildings shall be horizontally connected by a variety of ways, such as the use of arcades or portals, controlled plaza elements, pavement, and sitting areas.
6. All buildings must have four-sided architecture with finished building materials.

7. The maximum height of industrial buildings is 40 feet.
8. Freestanding restaurants shall provide outdoor patios and shall be shaded by trees and/or a shade structure that is architecturally integrated with building architecture. The amount of seating at outdoor patios shall be 10 percent of the required indoor seating, with a minimum of 5 seats provided (C-1 zone only). Outdoor plaza(s) for office and industrial uses are shall also be provided.
9. Pedestrian crossings, 6 feet in width, shall be clearly demarcated with special paving treatment where they cross vehicular entrances and drive aisles.
10. Pedestrian connections to buildings should be provided in parking lots with greater than 50 spaces and should connect to adjacent roadways, sidewalks, and pathways.
11. In order to lessen the visual impact of parking areas, large parking fields shall be broken up into a series of smaller areas.
12. Handicapped parking spaces shall be provided adjacent to building entries.
13. To shade and mitigate the negative visual impact of large expanses of pavement, interior parking areas shall have one tree for each 10 parking spaces with no space being more than 100 feet from a tree.
14. The height of street lighting and parking area lights shall be kept to a minimum necessary to meet safety requirements.
15. All outdoor refuse containers shall be screened within a minimum 6 foot tall enclosure which is large enough to contain all trash generated between collections. Trash enclosures shall be screened with plant materials. The design and materials for refuse collection enclosures shall be compatible with the architectural theme and materials of the site and adjacent buildings.
16. Access to refuse enclosures shall be internal to the site and shall not be from adjacent public rights-of-way.
17. All outdoor storage shall be screened from public view by materials of the same nature as the basic materials of the building.
18. Most, if not all, buildings in the Employment Center will have a service and/or loading area. All service functions should be screened from view on all sides. This Loading and unloading areas shall be located and designed so that the vehicles intended to use them can maneuver safely without obstructing or interfering with any public right-of-way, parking space, or parking lot.
19. Loading areas shall be screened from public view by walls, trellises, or landscaping. Passenger loading areas do not require screening.
20. Structures and on-site circulation systems should be located to minimize pedestrian/vehicle conflicts. Pedestrian access shall be provided to link structures to the public sidewalk.

21. The developer shall provide project entry signs to create a sense of arrival and to contribute to the unique identity of the project. These signs shall be located on a private easement and shall be maintained by the property owner.
22. All signage at the project entries shall be coordinated in order to have the same appearance. The sign area for project entry signs shall not exceed 60 square feet. Maximum height shall not exceed 16 feet.
23. One monument or freestanding sign is allowed on the commercial site and shall be of similar design and materials as the building. The sign area for individual signs shall not exceed 24 square feet. Maximum height shall not exceed 6 feet.
24. Building-mounted signs shall not project more than 1 foot from the display wall or exceed 10% of the wall area. Canopy and marquee signs shall be included in the total area count allowed for all signs.
25. Building-mounted signs shall be constructed with individual channel letters, backlit or down lit. Internally lit channel letters are not permitted.
26. Signs perpendicular to an elevation shall only occur under an awning or canopy / portal and shall not exceed 8 square feet. Perpendicular signs shall not project past the overhang.
27. Signs shall identify only the name and business of the occupant or of those offering the premises for sale or lease.
28. Signs shall be designed, sited, and installed to avoid disruption of vehicular sightlines, as well as conform to existing Rio Rancho sign regulations.
29. No sign may overhang a right-of-way or property line.
30. Prohibited signs include banners, pennants, ribbons, streamers, strings of light bulbs and spinners (except during holiday season or special thematic event); brashly colored signs with moving or flashing lights; signs which are animated in any manner; portable signs; off-premise signs referring to a business or merchant not doing business on the premise where the sign is displayed.
31. Bicycle storage racks that are conveniently located near building entrances for employee use shall be provided. The minimum number of bicycle racks shall be determined by the number of parking spaces provided, consistent with the City Zoning Code.
32. Pedestrian connections to buildings should be provided in parking lots with greater than 50 spaces and should connect to adjacent roadways, sidewalks, and pathways.
33. In cases where parking is adjacent to roadways, a combination of landscaping and low walls (3 feet for screening purposes shall be required.
34. Mechanical units shall be entirely concealed from public view by the use of parapets or equivalent.
35. Easements shall be provided, in addition to the dedicated right-of-way, to provide flexibility for entry signage, landscaping, trail/sidewalk development, pedestrian amenities, and opportunities for screening and water harvesting.

- 36. A minimum of 15 percent of the site area for commercial, office, industrial and multifamily projects (minus the building square footage) shall be devoted to landscape materials.
- 37. Landscaped areas shall be a minimum of 36 square feet and a minimum width of 6 feet. Living, vegetative materials shall cover a minimum of 50 percent of the landscaped areas. The area and percentage is calculated based on the mature canopy size of all plant materials.
- 38. 75 percent of the required parking area trees shall be deciduous and have a mature height and canopy of at least 25 feet.
- 39. A 6-8 foot high, solid perimeter wall shall be constructed along the north and south sides of the Employment Center.



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 the development review and permitting process, zone map amendments, capital improvements program, land assembly strategies, and economic development incentives.

7.1 Development Review and Permits

Fast Track Building Permits/ Construction Inspections
(If the industry exports 60% of products or services)

In certain instances, businesses considering expansion, relocation, or consolidation to Rio Rancho need to be in operation within an expedited time frame. The Rio Rancho Economic Development Corporation has developed an aggressive design-build program and joined forces with the City of Rio Rancho to make that happen.

The City of Rio Rancho is committed to economic base development, is experienced with the Rio Rancho Economic Development Corporation's fast-track process, and works diligently to issue building permits on an expedited basis. The process starts with a pre-submission plan review meeting in which City staff provides informal comments to help guide the finalization of submittal packages. The Rio Rancho Economic Development Corporation will assist businesses with these submissions. Once submitted, the City then reviews the modified plans, identifies any remaining required changes, and ultimately issues approved building permits. Construction inspections are then coordinated to ensure projects move forward on a regular schedule. Examples of these coordinated efforts can include daily, routine inspections or on-site inspectors.

7.2 Zoning

Establish a Corridor Overlay Zone

In order to implement design standards, access management, preservation of future rights-of-way and prohibit certain industrial uses.

Concurrent zoning of commercial properties

The City may rezone strategic commercial properties at the same time as adopting a specific area plan.

7.3 ICIP

Proposed infrastructure projects to be included in the City's ICIP process include the following:

- Rainbow Boulevard improvements (with landscaping and bike lanes)
- Sandia Boulevard improvements
- Northern Boulevard improvements (with landscaping and bike lanes)
- West Side Senior Center

7.4 Land assembly strategies

- Special Assessment District (SAD) to provide infrastructure in antiquated platting areas
- Minimum development area requirement to encourage lot consolidation
- "Lot pooling" by forming a Land Consolidation Corporation. Landowners would agree to own a proportional share in the total land area which then would be replatted into a viable development. Those landowners who opt out would be bought out.

7.5 Economic Development Incentives (Source: RREDC)

The Economic Development Review Committee recommends industries eligible for financing. The following are descriptions of the financial mechanisms available.

-Targeted base firms include: aerospace, biotechnology, electronics, software developers, major administrative offices, pre- and post-film production enterprises

• Impact Fee Waiver

Construction projects in Rio Rancho are subject to impact fees based upon the projects use. Economic base projects, as defined by the CORR, are eligible for an impact fee waiver, provided specific criteria are met. The definition of an economic base project is an enterprise that consistently exports sixty percent or more of its products/service outside New Mexico. Waivers require documented proof of eligibility and are limited to projects that will create not less than one new “economic base job” for each \$20,000 in impact fees waived.

• Gross Receipts Investment Policy (GRIP)

The GRIP ordinance allows the City to either rebate impact fees paid by the business, and/or to utilize up to one-half of all gross receipts taxes directly attributable to the business, to provide a direct incentive for the location or expansion of the business to or in Rio Rancho and/or to assist in paying the costs expended to provide for public infrastructure in support of the business. GRIP incentives shall be as prescribed in an individually-tailored agreement between the developer and City of Rio Rancho, as approved by the Governing Body following a public hearing in keeping with the ordinance provisions, and consistent with policy guidelines.

• Industrial Revenue Bond Financing

The City of Rio Rancho will selectively offer Industrial Revenue Bonds (IRB's) for conduit financing, and possible property tax abatement, in keeping with New Mexico State Statute and Federal Tax Law, when the issuance of same is determined essential to the successful location or expansion of an eligible job-producing investment. Specifically, the City will utilize the following criteria to evaluate the possible issuance and structuring of Industrial Revenue Bonds and associated property tax abatements:

The City will not, as a matter of policy, issue IRB's for any proposed project or project investment which represents or encompasses any of the following:

- The demand for and use of land in a disproportionate ratio to the number of base jobs produced as a result.
- The development or expansion of an otherwise-eligible project wherein seventy-five percent or more of the base jobs to be created or retained have starting annual wages, or existing annual wages which equal to or are below 150% of the then-existing Federal Minimum Wage annualized.
- The development or expansion of an otherwise-eligible project which, can be determined with certainty, would occur in the absence of the issuance of an Industrial Revenue Bond and any of the associated benefits accruing therefrom.

The City will, as a matter of policy, issue IRB's consistent with the following criteria:

- The minimum amount financed shall be \$3 million dollars.
- Eligible IRB financing shall be negotiated as to duration, up to a maximum of 30 years.
- Applicants for IRB's shall pay to the City a one-time, application, processing and issuance fee totaling one-tenth of one percent (.001) of the amount financed to a maximum amount of

\$100,000. One-third of the fee shall constitute the application portion of same and shall be non-refundable.

- IRB's will be issued pursuant to an agreement between the City and the applicant/recipient which shall require certain "claw-back provisions" requiring the recipient of any and all property tax abatements granted with the IRB to fully reimburse the City for 100% of same in the event the recipient permanently ceases operations within the City of Rio Rancho at the facility for which the IRB was granted at any time within five years following formal approval and issuance of the IRB
- Each application for an IRB shall be evaluated in keeping with approved Administrative policies for accepting, processing, and approving same. Such policy shall describe fees and establish proper forms, format, and documentation; set forth timelines for application, review, recommendation, and ultimate action; detail specifically any cost-benefit analysis and/or econometric modeling required to evaluate and recommend IRB's; and set forth staff responsibilities for processing applications from the initial application acceptance through Governing Body action and potential ongoing monitoring. At minimum, IRB applications should be fully evaluated by a committee comprised of the City Administrator, City Attorney, Chief Financial Officer, and Chief Development Officer of the City prior to any final recommendation for action before the Governing Body.
- IRB's which are approved and issued by the City in an aggregate investment amount less than \$100 million, shall at minimum, require the applicant/investor to remit to the City, for the complete duration of the bond, a yearly payment in lieu of taxes (PILOT) equal to the total real and personal property taxes that would otherwise have been levied on behalf of, and paid to, the Rio Rancho Public School District for the tax period in question. Such, PILOT payments to, in turn, be transferred from the City to the Schools for any lawful use thereby. IRB's approved and issued by the City in an aggregate investment amount which exceeds \$100 million shall consider PILOT's commensurate with the nature of the business, length of the bond, and amount of the bond. Such PILOT's shall not be deemed mandatory for investment amounts exceeding \$100 million, and are to be considered on a case-by-case basis.
- The City may, based upon the results of cost-benefit analysis and/or econometric modeling choose to issue and approve IRB's for durations less than twenty (20) years; and/or to include required yearly payments in lieu of taxes exceeding the amount determined equal to school property taxes foregone. In no event, however, shall payments in lieu of taxes exceed fifty percent (50%) of the total real and personal property taxes which would otherwise have been due and payable in the absence of the IRB and its associated tax abatement. Of this total, all PILOT payments in excess of school taxes foregone shall be maintained by the City and shall be utilized exclusively to promote and facilitate further economic development within Rio Rancho.

REFERENCES

Bureau of Labor Statistics

City of Rio Rancho

- Comprehensive Economic Development Policy
- Corridor Overlay Zone Access Policy
- Infrastructure Capital Improvements Plan
- Integrated Comprehensive Plan, *Vision 2020*

Grubb & Ellis, New Mexico 1st Quarter 2008 Market Analysis

Mid-Region Council of Governments

- 2015/2030 population projections
- 2030 Metropolitan Transportation Plan (MTP)
- Employment Statistics

New Mexico State Access Management Manual

U.S. Census Bureau, Census 2000 and 2008 estimate

U.S. Department of Agriculture, Natural Resource Conservation Science

APPENDIX A: PLANT PALETTE

Trees

Catalpa speciosa (Western Catalpa)
Cercis canadensis (Eastern Redbud)
Chilopsis linearis (Desert Willow)
Chitalpa tashkentensis (Chitalpa)
Crataegus phaenopyrum (Washington Hawthorn)
Forestieri neomexicana (New Mexico Olive)
Fraxinus velutina 'Modesto' (Modesto Ash)
Gleditsia triacanthos inermis (Honey Locust)
Juniperus virginiana 'Emerald Sentinel' (Eastern Red Cedar - female)
Koelreuteria paniculata (Goldenrain Tree)
Pinus eldarica (Afghan Pine)
Pinus leucodermis (Bosnian Pine)
Pinus nigra (Austrian Pine)
Pistachia chinensis (Chinese Pistache)
Platanus acerifolia (London Plane Tree)
Prunus cerisifera (Purpleleaf Plum)
Pyrus calleryana (Flowering Pear)
Quercus shumardii (Shumard Oak)
Quercus texana (Texas Red Oak)

Shrubs and Groundcovers

Atriplex canescens (Fourwing Saltbush)
Baccharis sarathroides (Desert Broom)
Berberis spp. (Barberry)
Buddleia davidii (Butterfly Bush)
Caryopteris clandonensis (Blue Mist)
Chrysothamnus nauseosus (Chamisa)
Cotoneaster spp. (Cotoneaster)
Ephedra spp. (Joint Fir)
Ericameria laricifolia (Turpentine Bush)
Euonymus fortunei (Creeping Euonymous)
Fallugia paradoxa (Apache Plume)
Helichrysum augustifolium (Curry Plant)
Hesperaloe parviflora (Red Yucca)
Juniperus spp. (Juniper - female)
Lavandula spp. (Lavender)
Mahonia spp. (Mahonia)
Potentilla fruticosa (Shrubby Cinquefoil)
Raphiolepis indica (India Hawthorn)
Rhus spp. (Sumac)
Rosmarinus officianalis (Rosemary)
Santolina spp. (Santolina)
Spartium junceum (Spanish Broom)

Vines

Campsis radicans (Trumpet Vine)
Parthenocissus tricuspidata (Boston Ivy)

Flowers

Artemesia ludoviciana (Prairie Sage)
Arctostaphylos spp. (Manzanita)
Erysimum linifolium 'Bowles Mauve' (Bowles Mauve Wallflower)
Gaillardia grandiflora (Blanketflower)
Hymenoxys acaulis (Angelita Daisy)
Liatris spp. (Gayfeather)
Oenothera berlandieri (Mexican Evening Primrose)
Osteospermum baberiae 'Compactum' (Hardy African Daisy)
Penstemon barbatus (Beardtongue)
Perovskia atriplicifolia (Russian Sage)
Rudbeckia spp. (Rudbeckia)
Sphaeralcea spp. (Globemallow)

Ornamental Grasses

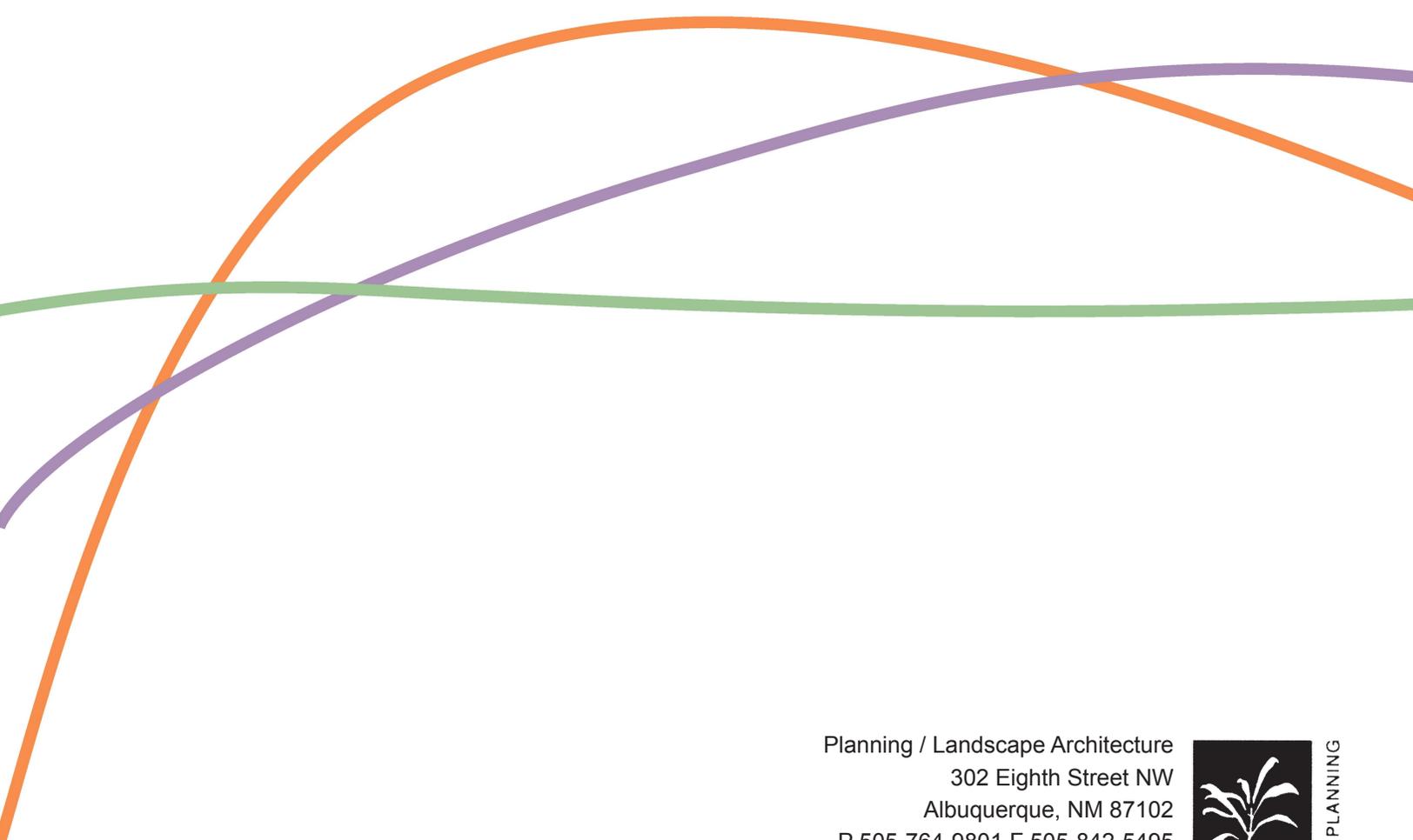
Helictotrichon sempervirens (Blue Avena)
Festuca ovina glauca (Blue Fescue)
Miscanthus sinensis (Maiden Grass) also varieties: 'Gracillimus' (Silver Maiden Grass), 'Morning Light' (Morning Light Maiden Grass), 'Nana' (Dwarf Maiden Grass), 'Strictus' (Porcupine Grass), 'Variegatus' (Variegated Maiden Grass), 'Yaku-Jima' (Dwarf Maiden Grass), 'Zebrinus' (Zebra Grass)
Muhlenbergia capillaries 'Regal Mist' (Muhly Grass)
Pennisetum alopecuroides (Fountain Grass) also varieties: Moudry (Black), Little Bunny (Dwarf), Hameln, Orientale
Sporobolus heterolepis (Prairie Dropseed)

Turf Grasses

Cool Season Grasses
 Festuca elatior (Tall Fescue)
 Poa pratensis (Kentucky Bluegrass)
Warm Season Grass Mix
 Buchloe dactyloides (Buffalo Grass)
 Bouteloua gracilis (Blue Grama)

Accents

Agave spp. (Century Plant)
Dasylirion wheeleri (Sotol)
Opuntia spp. (Prickly Pear Cactus)
Yucca baccata (Spanish Dagger)
Yucca glauca (Soapweed Yucca)



Planning / Landscape Architecture
302 Eighth Street NW
Albuquerque, NM 87102
P 505-764-9801 F 505-842-5495
email cp@consensusplanning.com



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CONSENSUS